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U.S. Department
of Transportation

**Urban Mass
Transportation
Administration**

# National Urban Mass Transportation Statistics

## 1984 Section 15 Annual Report

Prepared by:
**Technology Applications, Inc.**

Transit Financial and Operating Data
Reported for Fiscal Years Ending
Between January 1, 1984 and
December 31, 1984

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Carol Kerr, UMTA Manager
Linda Lally, TAI Project Manager

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55 Broadway
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This report summarizes the financial and operating data submitted annually to the Urban Mass Transportation Administration (UMTA) by the nation's public transit operators, pursuant to Section 15 of the Urban Mass Transportation (UMT) Act of 1964, as amended. The report also includes a subset of Section 15 data for use in computing Section 9 apportionments. Section 9 is a formula grant program for capital, operating, and certain other assistance created by the Surface Transportation Assistance Act of 1982 (which amended the UMT Act).

The report consists of four chapters. Chapter 1 contains an introduction to the Section 15 reporting system and its relationship to the Section 9 program. Chapter 2 contains aggregate industry statistics derived from the complete Section 15 reports which were submitted. Chapter 3 contains detailed financial and operating data on the individual transit systems which submitted complete Section 15 reports. Chapter 4 contains the operating statistics which were used in the computation of the FY 1986 Section 9 apportionments.

All data in this report are for transit fiscal years ending between January 1, and December 31, 1984

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**Urban Mass
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## 1984 Section 15 Annual Report

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December 31, 1984

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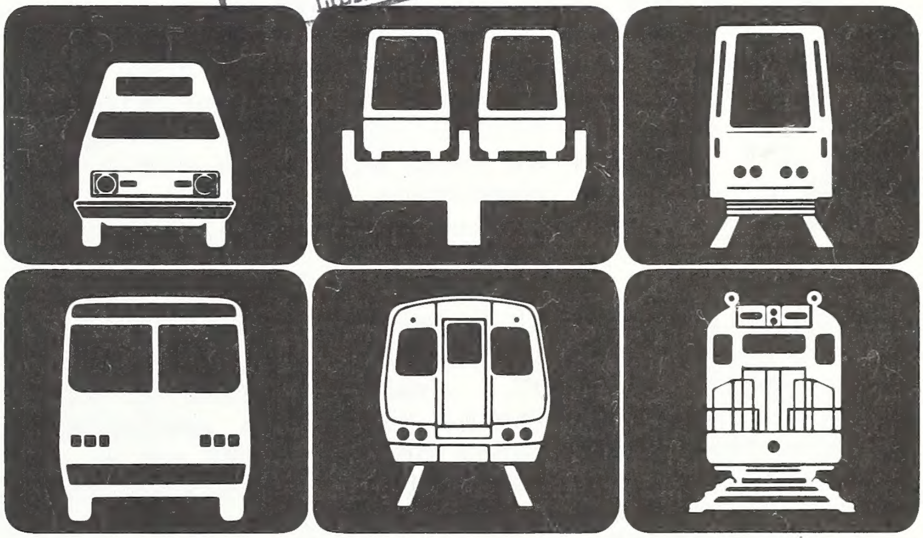

**UMTA Technical Assistance Program**

U.S. Department
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**Urban Mass
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Headquarters

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Dear Regional Repository Associate:

Enclosed is your complimentary copy of National Urban Mass Transportation Statistics: 1984 Section 15 Annual Report. This is the sixth annual report to be produced under the Section 15 Uniform System of Accounts and Records and Reporting System. It summarizes the financial and operating data submitted to the Urban Mass Transportation Administration (UMTA) by 438 of the nation's public transit operators for fiscal years ending on or between January 1, 1984 and December 31, 1984. The 1984 Section 15 Annual Report also includes the subset of Section 15 data used in computing the fiscal year 1986 Section 9 apportionments to urbanized areas with 200,000 or more inhabitants.

Due to policy and budget considerations, UMTA will not be mass distributing the 1984 Section 15 Annual Report free of charge. Additional copies of the 1984 Section 15 Annual Report may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 [(202) 783-3238]. The order number is 050-000-00518-6 and the cost is $28.00. For your convenience, additional copies may be purchased using the order form enclosed and also found on the last page of the 1984 Annual Report.

In addition, the data contained in Chapter 3 (Individual Transit System Statistics) of the 1984 Annual Report are available on floppy diskettes for use on microcomputers. The data occupy eight, double-sided diskettes, organized by report table. They are compatible for use on an IBM-PC using Lotus 1-2-3 software. The cost for the 1984 diskettes is $50.00. They may be ordered from TIME Support Center, Department of Civil Engineering, Rensselaer Polytechnic Institute, Troy, New York 12180-3590 [(518) 266-6227]. An order form for the 1984 and previous years' diskettes is enclosed.

Sincerely,

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Ronald J. Fisher
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# INTRODUCTION

# CHAPTER 1

## INTRODUCTION — UNDERSTANDING AND USING THIS REPORT

This is the 1984 (and sixth) Annual Report from the Section 15 Reporting System administered by the Urban Mass Transportation Administration (UMTA). The report provides detailed summaries of financial and operating data submitted to UMTA by the nation's mass transit systems. Extensive data are provided for 438 of the nation's mass transit systems, including systems operated and/or administered by transit authorities, states, city departments and private operators under contract to public agencies. Of the 438 transit systems included in the 1984 report, 237 of these reporters contract for some or all of their transportation service from private or public agencies. This report was produced under contract by Technology Applications, Incorporated (TAI) under the guidance of UMTA's Office of Technical Assistance.

Section 15 of the Urban Mass Transportation Act (UMT Act) of 1964, as amended, provides for establishment of a uniform system of transit accounts and records plus a reporting system for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All applicants and direct beneficiaries of Federal assistance under Sections 5 or 9 of the UMT Act are subject to the reporting system and the uniform system of accounts and records. The purpose of the Section 15 reporting system is to assist in meeting the needs for information on which to base planning for public transportation services and to make public sector investment decisions at all levels of government.

This Annual Report contains Section 15 data for transit systems' fiscal years ending during Calendar Year 1984 (i.e., on or between January 1, 1984 and December 31, 1984). This is the second Section 15 Annual Report published on a calendar year basis (1983 was the first). The annual reports for the years 1979–1982 contained data for transit systems' fiscal years ending between July 1 of one year and June 30 of the following year. Additional information on this change is provided in Section 1.3.

Each chapter of this report contains an introduction designed to aid in interpreting and using the data presented. The chapter introductions also present important information on table format changes from previous editions of the annual report, including those prior to the 1983 report. These changes were designed to improve the clarity and accessibility of the data.

### 1.1 HOW IS THE REPORT ORGANIZED?

The report is organized into four chapters plus three appendices.

| | |
|---|---|
| **CHAPTER 1 —** | **INTRODUCTION:** provides general information related to understanding and using this 1984 report and earlier Section 15 annual reports. |
| **CHAPTER 2 —** | **AGGREGATE TRANSIT STATISTICS:** contains financial and operating data summarized for groups of transit systems categorized by mode type and size of operating fleet in maximum service. |
| **CHAPTER 3 —** | **INDIVIDUAL TRANSIT SYSTEM STATISTICS:** contains financial and operating data by specific mode for individual transit systems. Extensive data are provided for 438 of the nation's mass transit systems listed alphabetically by state and transit system name within each fleet size (vehicles operated in maximum service) category. |
| **CHAPTER 4 —** | **OPERATING STATISTICS USED FOR FY 1986 SECTION 9 APPORTIONMENT:** contains data derived from the Section 15 reports submitted by 257 transit systems which served urbanized areas with populations of 200,000 or more. |
| **APPENDIX A—** | **LIST OF TRANSIT SYSTEMS SORTED ALPHABETICALLY BY STATE** |

**APPENDIX B— U.S. URBANIZED AREAS, CODES, POPULATIONS, AND DENSITIES (ALPHABETICALLY BY STATE)**

**APPENDIX C— GLOSSARY**

## 1.2 HOW ARE THE STATISTICAL TABLES ORGANIZED?

The statistical tables in Chapters 2 and 3 of the report are organized into four major groups:

- transit revenues;
- transit expenses;
- non-financial operating data; and
- performance indicators.

The first three groups of tables (transit revenues, expenses, and non-financial operating data) contain summaries of the data required by the Section 15 reporting system. The more detailed financial information reported by those transit systems that file at one of the three voluntary reporting levels is aggregated to equivalent required-level data prior to generating these tables. The fourth group of tables contains performance indicators composed of selected statistics derived from data in the first three groups. Typically, these indicators are computed as ratios, relating measures of input to measures of output (e.g., operating expenses per vehicle revenue hour).

Within each table, the data are organized by transit system size, as categorized by the number of vehicles operated in maximum service for both directly operated and purchased service. (See Section 1.4 for additional information on these fleet size categories.) Seven size groupings are used:

- 1,000 and over vehicles operated in maximum service;
- 500 – 999 vehicles operated in maximum service;
- 250 – 499 vehicles operated in maximum service;
- 100 – 249 vehicles operated in maximum service;
- 50 – 99 vehicles operated in maximum service;
- 25 – 49 vehicles operated in maximum service; and
- less than 25 vehicles operated in maximum service.

Depending on the specific table, a multi-modal system may be categorized by the number of vehicles operated in maximum service for a single mode or by the total or combined fleet size for all modes. The total number of vehicles operated in maximum service for each mode and for all modes combined can be found in Appendix A, where transit systems are listed alphabetically first by state, then by city.

The tables list transit systems by fleet size categories and, within each category, alphabetically by state and transit system name. Each transit system is also identified by its Section 15 identification number. The letter "P" following the Section 15 identification number indicates that the transit system is a privately owned carrier. (See Section 1.4 for additional information on the identification of private carriers.)

The number identification of the statistical tables presented in this Section 15 Annual Report are identical to those used in the 1983 Annual Report. The 1983 report tables had been renumbered from earlier reports (1979 – 1982) to accommodate table changes and consolidations. Also, when performing time-series analysis, refer to the introductory text for Chapters 2 and 3 for information on all table format changes.

## 1.3 SPECIAL NOTES ON SECTION 15 REPORTING

Several general issues pertaining to the Section 15 reporting system are summarized below. These discussions are designed to aid in interpreting and using the data published in this report.

*Calendar Year Change*. The Section 15 reporting year was changed for the 1983 and all subsequent reports from July 1 through June 30 to a calendar year period (i.e., January 1 to December 31). This change only affected the grouping of data published in the Section 15 Annual Reports and stored in the computer data base; it did not affect transit systems' fiscal years, Section 15 report due dates, or the data contained in transit systems' report submissions.

The change to a calendar year for Section 15 reporting helped to end confusion between transit agencies' fiscal years and the Section 15 reporting year. The change also created a one time only 6-

month transition period for transit systems' fiscal years ending on or between July 1 and December 31, 1982. The data from transit systems with fiscal years ending in this transition period were not published, but were stored in the computerized data base and will be made available in computer-readable form from UMTA. The data summarized in the 1984 Annual Report are from transit systems' fiscal years ending on or between January 1, 1984 and December 31, 1984.

***Purchased Transportation*.** Many transit systems contract for transportation services. These contracted services may be provided by public agencies and/or private carriers and usually represent relatively small portions of the total services provided by these systems, although there are exceptions. For the first four Section 15 reporting years (1979 – 1982), statistics for purchased services were not distinctly separated from those for services directly operated by the transit system. Some transit systems submitted data for purchased services while others did not. This situation was particularly true for operating expenses. Thus, some statistics in previous reports are difficult to interpret. Comparisons using data from two transit systems, for example, may be biased somewhat because one system included purchased transportation statistics, while the other did not. Similarly, performance measures which relate operating costs to service provided may be misleading if they include incomplete operating costs for services provided under contract.

Beginning with the 1983 reporting year, and continuing with the 1984 reporting year, procedural changes were made to correct this problem. Transit systems were instructed to split purchased transportation expenses into two categories: (1) expenses for contract carriers each of which used fewer than 50 revenue vehicles to provide contract services; and (2) expenses for those contract carriers using 50 or more revenue vehicles. Also, transit systems were directed to submit two sets of operating data: (1) data for directly operated services only; and (2) aggregate data for services purchased from small providers only (less than 50 revenue vehicles). A separate Section 15 report had to be submitted for each contract carrier using 50 or more revenue vehicles to provide contract services.

These actions have greatly improved the ability to distinguish between purchased services and directly operated services. Thus, the Section 15 annual report now contains many tables where purchased and direct services are clearly identified.

In addition, beginning with the 1984 Section 15 reporting year, reporters were allowed to allocate their expenses in any object class, including purchased transportation expenses, to any functional category. This enabled reporters to distribute purchased transportation expenses by the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration. Previously, reporters were required to submit all purchased transportation expenses under general administration. This change in reporting requirements may affect time-series analyses performed on expenses by function.

***Data Base Adjustment*.** Summaries of financial and operating data contained in this report are based on the most recent submissions by transit systems as of the publication date. However, audits or other reviews made at later dates may result in changes which more accurately reflect actual statistics. While future addendums will not be published to this Annual Report, it should be noted that some changes may be made after publication of the 1984 Annual Report; those changes will be reflected in the Section 15 data base which UMTA maintains and distributes in computer-readable formats.

***Multi-Area Reports*.** Some Section 15 reporters, particularly commuter rail systems, provide data for transportation services serving more than one urbanized area (UZA). For Section 15 reporting purposes, a transit system serving more than one UZA and filing a single Section 15 report for its agency has been assigned to the single UZA that received the majority of transportation service. (UZA assignments are listed in Appendix A.) However, for Section 9 purposes, relevant data from a transit system are disaggregated into the various component urbanized areas, and separate identification numbers are assigned for each area. This has been done at the request and direction of the Section 15 reporter and the component jurisdictions.

## 1.4 SPECIAL NOTES AND IMPROVEMENTS/ REVISIONS TO THE ANNUAL REPORT

Several format changes have been made, many beginning in the 1983 report (and continuing this year), to the Section 15 data tables to improve the consistency and accessibility of the published data. Many of these improvements were suggested by the UMTA Section 15 Reporting System Advisory Committee. Efforts have been made to eliminate unnecessary or redundant data items and still present data that will be of value to significant numbers of interested individuals and organizations. In addition, several cosmetic changes have been made to the tables to improve their clarity and readability. These include the use of underlines, bold print, and dollar ($) and percentage (%) signs, where appropriate. To avoid confusion, major data table changes are explained in the text accompanying each chapter. Significant revisions are discussed below:

- *Alphabetical Listing*. The first four Section 15 reports (1979–1982) organized transit systems by revenue fleet size. Beginning with the 1983 published tables, and continuing this year, Section 15 reporters are listed by fleet categories, then alphabetically by state and, within a state, alphabetically by transit system name. Sorting by state permits easier location of data in tables for specific transit systems and allows users to examine statistics within geographical as well as fleet size groupings.

- *Transit System Names and Identification Codes*. Due to space limitations, transit system names are abbreviated using 25 characters or less. The geographical area served has been included in cases where it is not an integral part of the transit system name. In addition, a 4-digit Section 15 identification number precedes each transit system name. The first digit of this number corresponds to the UMTA Region in which the transit system is located (UMTA Regions 1–10). (Note: Identification numbers beginning with a zero indicate UMTA Region 10.)

- *Modes and Vehicle Type Codes*. Beginning in the 1983 report, and continuing this year, new mnemonic codes represented by two alphabet letters are used to describe modes and vehicle types in data tables and appendices as follows: in data tables and appendices as follows:

*Mode Codes*

| | |
|---|---|
| AG | Automated Guideway |
| CC | Cable Car |
| CR | Commuter Rail |
| DR | Demand Response |
| FB | Ferry Boat |
| IP | Inclined Plane |
| JT | Jitney |
| MB | Motorbus |
| RR | Rapid Rail |
| SC | Streetcar or Light Rail |
| TB | Trolleybus |
| TR | Aerial Tramway |
| VP | Vanpool |

*Vehicle Type Codes*

| | |
|---|---|
| AB | Articulated Motorbus |
| AG | Automated Guideway Vehicle |
| AO | Automobile |
| BA | Motorbus, Class A (>35 seats) |
| BB | Motorbus, Class B (25–35 seats) |
| BC | Motorbus, Class C (<25 seats) |
| CC | Cable Car |
| DB | Double Decked Bus |
| FB | Ferry Boat |
| IP | Inclined Plane |
| RL | Commuter Rail Locomotive |
| RP | Commuter Rail Passenger Coach |
| RR | Rapid Rail Vehicle |
| RS | Commuter Rail, Self-Propelled Passenger Car |
| SB | School Bus |
| SC | Streetcars/Light Rail Vehicle |
| TB | Trollybus |
| TR | Aerial Tramway |
| VN | Van |

- *Identification of Public and Private Transit Systems*. The 1984 Annual Report now includes an identification of each transit system that is privately owned in order to clearly distinguish between public and private transit systems. This distinction is based on the reporting transit systems' Form 001 of their Section 15 report where they indicated their type of organization. Where reporters indicated "other" organization on Form 001, their descriptions provided of themselves on Form 005 were used. A "P" following a transit system's Section 15 identification number in the 1984 Annual Report tables indicates that the transit system is privately owned.

- *Fleet Size Categories*. Several different fleet size categories have been used in the Section 15 Reporting System and annual reports. In the 1984 Annual Report, three fleet size categories are used. These are:

  (1) vehicles operated in maximum service (data from Forms 003 and 004; replaces "revenue vehicles" from Form 001 used in previous annual reports);

(2) maximum number of vehicles operated in average weekday (same data from Forms 406 and 407 used in the 1983 Annual Report but previously called "vehicles operated in maximum scheduled service"); and

(3) total active fleet (data from Form 408; replaces "total fleet size" from Form 408 used in previous annual reports).

The above three categories are explained in further detail below. Improvements are being made for further reducing and refining the fleet size categories for future Section 15 annual reports.

Beginning with the 1984 reporting year, Section 15 reporters submitted vehicles operated in maximum service data by mode on Form 003 (directly operated service) and Form 004 (purchased transportation service). Maximum service is the revenue vehicle count taken during the reporter's maximum season of the year, on the week and day that this maximum occurs. It is not taken on a day when a special event or extreme set of circumstances would cause the resulting tally to represent a "one time" event rather than a recurring maximum service requirement. The "vehicles operated in maximum service" characteristic is used as the criterion for grouping transit systems in each of the tables throughout this report. Fleet size categories are for all modes operated. This new fleet size category should provide a more meaningful profile of transit systems' operating characteristics since it does not include spare and stored vehicles in the various performance indicator comparisons in this report. In previous years, the fleet size grouping criterion was the total number of revenue vehicles counted at the end of a reporter's fiscal year. This number was reported on Form 001. Consequently, in some cases the use of vehicles operated in maximum service in the 1984 report significantly decreases the size of fleets from prior year reports. As a result, some systems may be listed in a smaller fleet size category than in previous reports.

In the 1984 and prior year reports, Tables 2.13, 2.15, 3.16, 3.18.1, 3.18.2, 3.18.3, and 3.18.4 include vehicle data from Forms 406 and 407. These forms provide the maximum number of vehicles in operation at any time during an average weekday. In the 1983 Annual Report these data were called "vehicles operated in maximum scheduled service." In order to avoid confusion with the above new categories from Forms 003 and 004, the vehicle data from Forms 406 and 407 are now called "maximum number of vehicles operated in average weekday" or "vehicles operated in average weekday maximum service."

In addition, Tables 2.14 and 3.17 now provide "total active fleet" data from Form 408 instead of "total fleet size" data from Form 408 which were used in previous annual reports. The active fleet includes those vehicles that are available to operate in revenue service, including vehicles temporarily out of service for routine maintenance and minor repairs. This total active fleet does not include those vehicles stored, in an emergency contingency fleet, and awaiting sale, as was the case for "total fleet size," and thus provides more meaningful data for analyzing vehicle age distributions and other applications concerning transit systems' revenue fleets. Also beginning with the 1984 reporting year, all Form 408 data include only those vehicles owned by the reporting transit system at the end of its fiscal year. In prior year reporting, Form 408 data included all vehicles owned at any time during the year.

- ***Directly Operated and Purchased Service.*** Prior Section 15 reporting procedures did not permit clear allocation of transit statistics between directly operated services and purchased transportation services. These were changed for 1983 and subsequent years reporting. The 1983 and 1984 Annual Reports include additional columns or rows on several tables to allow clear identification of financial and operating data for purchased transportation services. Clear distinction between data for purchased and directly operated service now permits unbiased creation of performance measures that accurately contrast operating expenses to corresponding operating statistics (e.g., Operating Expense per Unlinked Passenger Trip).

Mode specific operating data are identified as being part of a purchased service arrangement by a "P" added to the mode code. Where unspecified, data are for directly operated services and large contract operations only.

Purchased transportation expenses as reported in object class 508.01 and 508.02 have been extracted from total operating costs and are presented in separate columns or rows in several tables to reflect more accurately a transit system's total operating expenses for directly operated service.

- ***Questionable Data Items.*** The 1984 Annual Report now includes a code "Q" for those data items not entered in the Section 15 data base because their validity and reliability are questionable. The data affected were those used in the Section 9 apportionment formula where the transit system failed to respond satisfactorily to questions raised during the validation process and/or did not collect the data in accordance with required (UMTA) definitions and requirements. A data item was not entered in the data base by UMTA when one or more of the following circumstances existed:

  (1) The transit system did not provide the complete cost of purchased transportation.

  (2) The transit system did not provide the required breakdown of the miles reported as motorbus directional route miles.

  (3) The Section 9 data certification by the independent auditor stated that the data were not collected in accordance with UMTA's definitions and requirements.

  (4) The transit system did not provide sufficient information to validate the data.

  (5) The sampling methodology was found not to meet the required statistical levels.

  In place of the unsubstantiated and therefore questionable data items, the "Q" code appears in the annual report tables. The "Q" code appears primarily in Chapters 3 and 4. In the aggregate tables of Chapter 2, a "Q" will only appear if there were questionable data submitted by a reporter who was the only one in that particular mode. In all other multi-reporter aggregate tables in Chapter 2, any questionable data submitted by a reporter were not included in the aggregation of the tables.

## 1.5 HOW GOOD ARE THE DATA?

The Section 15 data submitted to UMTA by transit systems are subjected to extensive analysis and validation, both manual and automated. The process entails detailed examination of each transit system's report, the identification of errors or questionable entries, and direct resolution of these problems in conjunction with the reporting transit system.

UMTA's role in this process is to identify and resolve questions of data completeness and accuracy and give final approval to a system's data as a prerequisite to entry into the Section 15 data base and Annual Report. UMTA can reject a transit system's report if this report is not in full compliance with reporting requirements or not enter any data items whose reliability is in question, but UMTA cannot change any reported data; all data changes must be made by the reporting transit system.

In general, the quality of the data base improves each year as UMTA simplifies and clarifies definitions of data items and reporting procedures, and designs more sophisticated validation checks. Despite extensive efforts, it should be noted that data validation encompasses primarily a review of the consistency and reasonableness of the reported data. Because of the limitations of these procedures, as well as the amount of data being validated, it is likely that some erroneous data have found their way into this report. In general, it is felt that most errors of significant magnitude have been detected and corrected, but that some relatively minor errors will remain. These errors generally will derive not from the reporting or data processing procedures per se, but from: (1) difficulties experienced by transit systems in obtaining accurate information in certain instances; and (2) misinterpretation of certain data definitions. In addition, those data items used for the Section 9 apportionment formula were not entered in the data base by UMTA if questions concerning their reliability could not be resolved or if the data were not collected in accordance with required definitions and requirements. (See Section 1.4 for additional information on questionable data items.)

CAUTION: Because of these limitations and the fact that not all relevant information is reported (weather conditions, topography, work rules, etc.), users of this report should not draw unwarranted conclusions from the examination of the data contained in this report. Although comparative evaluations are appealing, analyses of the reported data are not sufficient to account completely for apparent differences in performance. Such evaluations should encompass more detailed examination of the underlying factors to determine the extent to which apparent differences are due to unique aspects of the transit system's operating environment, specific management practices, or unusual events during the period covered.

## 1.6 FURTHER INFORMATION ON THE SECTION 15 REPORTING SYSTEM

The following UMTA documents provide a more detailed description of the Section 15 reporting system:

- ***Urban Mass Transportation Industry Uniform System of Accounts and Records and Reporting System***, January 10, 1977.
  - ***Volume I—General Description***
  - ***Volume II—Uniform System of Accounts and Records***

  These two volumes provide an overview of the Section 15 system, discussions of potential applications of Section 15 data, and the definitions used for the uniform system of accounts and records.

- ***Reporting Manual and Sample Forms (All Reporting Levels)***, revised July 1984.

  This manual provides all of the reporting instructions and sample forms used by Section 15 reporters filing 1984 reports at all reporting levels—R (Required) or A, B, or C (Voluntary).

- ***UMTA Circular 2710.1, Sampling Procedures for Obtaining Fixed Route Bus Operating Data Required Under the Section 15 Reporting System***, February 22, 1978.

- ***UMTA Circular 2710.2, Sampling Procedures for Obtaining Demand Responsive Bus Operating Data Required Under the Section 15 Reporting System***, February 22, 1978.

- ***UMTA Circular 2710.4, Revenue Based Sampling Procedures for Obtaining Fixed Route Bus Operating Data Required Under the Section 15 Reporting System***, May 10, 1985.

  These three Circulars suggest optional sampling procedures for collecting unlinked passenger trip and passenger mile data required for Section 15 reports. Complete instructions and worksheets are provided for those transit systems wishing to use these procedures.

- ***UMTA Circular 2710.5, Section 15 Accounting and Reporting Release #1***, February 11, 1980.

- ***UMTA Circular 2710.5A, Section 15 Accounting and Reporting Release #2***, October 1, 1981.

  These two Circulars raise and discuss certain questions related to Section 15 accounting and reporting requirements not addressed elsewhere.

- ***UMTA Circular 9030.1, Section 9 Formula Grant Application Instructions***, June 27, 1983.

  This Circular provides guidance on how to apply for grants under the Section 9 formula grant program. It also discusses the use of Section 15 data in the computation of Section 9 apportionments.

Volumes I and II of the "...Uniform System of Accounts and Records and Reporting System" are available to the public from the National Technical Information Service (NTIS; No. UMTA-IT-06-0094-77-1). The other documents are available through UMTA's Information Services Staff (URT-7), Washington, D.C. (telephone 202/366-9157).

## 1.7 RELATIONSHIP BETWEEN SECTION 15 AND SECTION 9

Section 9 is a block grant program created by the Surface Transportation Assistance Act (STA Act) of 1982. The STA Act authorizes funds for Fiscal Years 1984 through 1986; funds appropriated under this program are apportioned to urbanized areas in accordance with a statutory formula, as summarized in Figure 4.01 in Chapter 4. For urbanized areas with populations of 200,000 or more, this formula incorporates the following variables:

- population;
- population density (persons per square mile);
- fixed guideway directional route miles;
- fixed guideway vehicle revenue miles;
- fixed guideway passenger miles;
- fixed guideway operating cost;
- non-fixed guideway vehicle revenue miles;
- non-fixed guideway passenger miles; and
- non-fixed guideway operating cost.

The population and population density statistics are derived from the 1980 U.S. Decennial Census. All other statistics are derived from the most recent available Section 15 data. The Section 15 data in this report, for the 1984 Section 15 reporting year, were used for the apportionment of the Section 9 funds for FY 1986. The data used for the FY 1986 Section 9 apportionments are listed in Chapter 4 of this report.

In some cases the data in Chapter 4 may not be the same as those found in other chapters of this report. This is primarily because some of the data items used for the FY 1986 Section 9 apportionment and found in Chapter 4 were later adjusted as a result of resolving problems involving the data reliability/validity and the certification process. In addition, the operating costs for Section 9 purposes include all of the costs to operate the transit services, that is all costs to the transit systems as well as to their contractors, while the operating expenses for purchased transportation in other chapters of this report (i.e., object class codes 508.01 and 508.02) only show the costs of the purchased service contracts to the reporting transit systems.

## 1.8 INDUSTRY-GOVERNMENT COOPERATION

The Section 15 Reporting System evolved from the transit industry-initiated Project "**FARE**" (Uniform **F**inancial **A**ccounting and **R**eporting **E**lements). Over the years, a cooperative working arrangement has developed between the transit industry and the Federal government on the Section 15 data collection and reporting system. The private and public sectors have recognized the importance of and need for timely and accurate data on which to assess the continued progress of the nation's mass transportation systems.

In January 1983, the UMTA Section 15 Reporting System Advisory Committee was established to make recommendations on improving the quality and usefulness of the data collected under the Section 15 program. Many of the improvements in the annual report are the results of the Advisory Committee's recommendations.

To help promote this cooperative effort, UMTA urges all interested parties, including transit operators, State and local governments, planning organizations, trade unions, research organizations, and others to review and critique this 1984 edition of the ***National Urban Mass Transportation Statistics.*** Comments and suggestions should be forwarded to: Ronald J. Fisher, Director, Information Services Staff, Office of Technical Assistance, Urban Mass Transportation Administration, URT-7, 400 Seventh Street, S.W., Washington, DC 20590 (telephone 202/366-9157).

## 1.9 AVAILABILITY OF MACHINE-READABLE SECTION 15 DATA

The data contained in Section 15 annual reports from 1981 to 1984 are available on floppy diskettes for use on microcomputers. These diskettes (double-sided) are organized by report table and are compatible for use on an IBM-PC using Lotus 1-2-3 software. In addition, diskette sets organized by fleet size are available for report year 1981 only. These sets are available in either an Apple II DIF format or a single-sided IBM-PC DIF format. For further information on diskette availability and costs, please contact:

TIME Support Center
Department of Civil Engineering
Rensselaer Polytechnic Institute
Troy, New York 12180-3590
Telephone: (518) 266-6227

Complete Section 15 data (including required-level data not published in this report), all voluntary-level data, and data for prior reporting years, are also available on magnetic tapes. For further information, please call the Transportation Systems Center in Cambridge, Massachusetts at (617) 494-2541, or write to U.S. Department of Transportation, Transportation Systems Center, DTS-49, Kendall Square, Cambridge, MA 02142.

# CHAPTER 2

# AGGREGATE TRANSIT STATISTICS

# CHAPTER 2

## AGGREGATE TRANSIT STATISTICS

Chapter 2 provides a summary at one point in time of the state of the national transit industry. Since this is the sixth annual report, the data herein can also be used to examine historical trends of the industry. The tables of aggregate transit industry statistics included in Chapter 2 were compiled from the Section 15 data submitted to UMTA by the reporting systems. These tables do not contain all data reported at the required reporting level, but only selected data items intended to summarize major characteristics of the nation's transit industry. Additional aggregate data can be computed from individual system statistics in Chapter 3 or from the Section 15 public use tape or diskettes. (See Chapter 1, Section 1.9.)

Although some of the tables differ in format, most are similar in appearance. Most of the tables contain eight columns, the first seven of which contain data for different fleet size categories, and an eighth which contains totals for all reporting systems.

Because of reduced reporting requirements for several transit modes and space limitations, data for every mode are not reported individually in every table in this chapter. For example, modes operated by only a few systems, such as cable car, are not reported separately in all tables. Data for all modes, including those eliminated from particular tables, are used in compiling "Joint Expenses" and "Total All Modes." Statistics for the eliminated modes may be compiled from individual system tables provided in Chapter 3.

Where data are presented by transit mode, the number of vehicles operated in maximum service refers to the number of vehicles in the specific mode presented. Where data include all modes, the number of vehicles includes modes not identified individually in the table.

The row titles in most tables are taken directly from applicable Section 15 reporting forms. For example, row headings in Table 2.09 repeat the object class codes contained on Form 331.

In cases where data were not applicable, some transit systems did not report the data used to compile specific aggregate tables. Consequently, "transit systems reporting these data" in some instances is less than the "total transit systems."

The tables in this chapter have various applications. For example, subject to the limitations discussed in Chapter 1, transit systems can examine statistics describing various aspects of their performance with comparable aggregate statistics for other transit systems within their "peer group" as determined by modes or fleet sizes.

CAUTION: The statistics in Chapter 2 are not aggregated by other factors which normally would affect the definition of peer groups (climate, types of population served, etc.) nor are all relevant information contained in the tables (work rules, strikes and other unusual events affecting service during the reporting year, etc.). Thus, this analysis will serve primarily to "flag" certain aspects of performance which could be analyzed as potential areas for improvement.

Chapter 2 contains statistical tables covering four major areas:

- transit revenues;
- transit expenses;
- non-financial operating data; and
- performance indicators.

### 2.1 SPECIAL NOTES AND IMPROVEMENTS/ REVISIONS TO AGGREGATE DATA TABLES

The information below is provided to highlight several general issues pertaining to the Section 15 Reporting System and format changes to the 1984 Annual Report. To avoid confusion, especially when performing comparative analyses using previously published reports, users should refer to the discussions of individual tables.

- ***Purchased Transportation***. Many transit systems contract for transportation services. These contracted services may be provided by public agencies and/or private carriers and usually represent relatively small portions of the total services provided by these systems, although there are exceptions. In previous years (prior to the 1983 report) the statistics for purchased services were merged with the statistics for directly operated services. In the 1984 Annual Report purchased transportation system expenses appear in data columns or rows that distinguish them from the rest of the reporters' expenses.

For Section 15 reporting purposes, public agencies contracting for transit service using less than 50 revenue vehicles in maximum service submitted expenses for purchased service contracts in object class 508.01. Expenses are aggregated for multiple contracts each involving fewer than 50 revenue vehicles. Transit systems purchasing transportation services using 50 or more revenue vehicles in maximum service reported expenses for purchased service contracts in object class 508.02 and a complete Section 15 report was required for the contracted agency providing service. Note that these are contract costs. In most cases, these do not represent the total costs of operating the purchased service; the contractor usually recovers some costs through fare collection.

To provide a more accurate national summary of transit expenses for directly operated service expenses, contract costs associated with purchased transportation have been subtracted from total operating expenses. This will permit an undistorted identification of the expenses and associated service units (e.g., vehicle revenue miles) of directly operated service.

In many cases, operating statistics associated with purchased transportation services are not included in the data tables because they are not reported. Table 2.13 presents service supplied and consumed data for purchased transportation separately from directly operated service.

In addition, beginning with the 1984 Section 15 reporting year, reporters were allowed to allocate their expenses in any object class, including purchased transportation expenses, to any functional category. This enabled reporters to distribute purchased transportation expenses by the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration. Previously, reporters were required to submit all purchased transportation expenses under general administration. This change in reporting requirements may affect time-series analyses performed on expenses by function.

- ***Excluded Modes***. There are several urban mass transportation modes that are not listed in aggregate data tables. Prominent among these are commuter rail and vanpool; other excluded modes include jitney, cable car, inclined plane, automated guideway, and ferryboat. Vanpool and commuter rail transit systems submitted an abbreviated set of Section 15 reporting forms. Because data for these modes are, in some cases, incomplete they have been deleted from some data tables. However, data for these modes can be derived from individual system statistics presented in Chapter 3. Where data for "Joint Expenses" and "Total All Modes" are presented, these modes are included in order to present a more accurate national aggregate.

- ***Fleet Size Categories***. Several different fleet size categories have been used in the Section 15 Reporting System and annual reports. In the 1984 Annual Report, three fleet size categories are used. These are:

    (1) vehicles operated in maximum service (data from Forms 003 and 004; replaces "revenue vehicles" from Form 001 used in previous annual reports);

    (2) maximum number of vehicles operated in average weekday (same data from Forms 406 and 407 used in the 1983 Annual Report but previously called "vehicles operated in maximum scheduled service"); and

    (3) total active fleet (data from Form 408; replaces "total fleet size" from Form 408 used in previous annual reports).

The above three categories are explained in further detail below. Improvements are being made for further reducing and refining the fleet size categories for future Section 15 annual reports.

Beginning with the 1984 reporting year, Section 15 reporters submitted vehicles operated in maximum service data by mode on Form 003 (directly operated service) and Form 004 (purchased transportation service). Maximum service is the revenue vehicle count taken during the reporter's maximum season of the year, on the week and day that this maximum occurs. It is not taken on a day when a special event or extreme set of circumstances would cause the resulting tally to represent a "one time" event rather than a recurring maximum service requirement. The "vehicles operated in maximum service" characteristic is used as the criterion for grouping transit systems in each of the tables throughout this report. Fleet size categories are for all modes operated. This new fleet size category should provide a more meaningful profile of transit systems' operating characteristics since it does not include spare and stored vehicles in the various performance indicator comparisons in this report. In previous years, the fleet size grouping criterion was the total number of revenue vehicles counted at the end of a reporter's fiscal year. This number was reported on Form 001. Consequently, in some cases the use of vehicles operated in maximum service in the 1984 report significantly decreases the size of fleets from prior year reports. As a result, some systems may be listed in a smaller fleet size category than in previous reports.

In the 1984 and prior year reports, Tables 2.13 and 2.15 include vehicle data from Forms 406 and 407. These forms provide the maximum number of vehicles in operation at any time during an average weekday. In the 1983 Annual Report these data were called "vehicles operated in maximum scheduled service." In order to avoid confusion with the above new categories from Forms 003 and 004, the vehicle data from Forms 406 and 407 are now called "maximum number of vehicles operated in average weekday" or "vehicles operated in average weekday maximum service."

In addition, Table 2.14 now provides "total active fleet" data from Form 408 instead of "total fleet size" data from Form 408 which were used in previous annual reports. The active fleet includes those vehicles that are available to operate in revenue service, including vehicles temporarily out of service for routine maintenance and minor repairs. This total active fleet does not include those vehicles stored, in an emergency contingency fleet, and awaiting sale, as was the case for "total fleet size," and thus provides more meaningful data for analyzing vehicle age distributions and other applications concerning transit systems' revenue fleets. Also beginning with the 1984 reporting year, all Form 408 data include only those vehicles owned by the reporting transit system at the end of its fiscal year. In prior year reporting, Form 408 data included all vehicles owned at any time during the year.

- ***Questionable Data Items***. The 1984 Annual Report now includes a code "Q" for those items not entered in the Section 15 data base because their validity and reliability are questionable. The data affected were those used in the Section 9 apportionment formula where the transit system failed to respond satisfactorily to questions raised during the validation process and/or did not collect the data in accordance with required (UMTA) definitions and requirements. In the aggregate tables of Chapter 2, a "Q" will only appear if there were questionable data submitted by a reporter who was the only one in that particular mode. In all other multi-reporter aggregate tables in Chapter 2, any questionable data submitted by a reporter were not included in the aggregation of the tables. The specific transit systems and their data not entered in the data base by UMTA and which are coded "Q" are located in the individual transit system statistics in Chapter 3.

## 2.2 TRANSIT REVENUES

Tables 2.01 through 2.05 contain aggregate information on the types and sources of revenue for Section 15 reporting transit systems. These tables present an aggregate description of industry-wide transit revenues, including sources and percentage distributions of revenue within groups, as defined by fleet size. Under Section 15 requirements, revenues are reported only by transit system totals, not by individual mode. Since nearly 40% of all transit systems operate only motorbus service, separate revenue tables are provided for: (1) single mode motorbus transit systems; and (2) all transit systems, including single mode motorbus transit systems. Data are provided on the following:

- revenue sources, including passenger fares and various types of local, State, and Federal assistance;
- sources of local, State, and Federal funds for operating and capital assistance; and
- types of State and local taxes used for operating and capital assistance, such as income, sales, and property taxes.

Transit revenue data are contained in the following tables:

2.01 Sources of Transit Revenue. (Single Mode Motorbus and All Reporters)

The data on this table are taken from Forms 201, "Revenue Summary Schedule" (R-level), 202, "Revenue Detail Schedule" (A-,B-, or C-level), and 203, "Revenue Subsidiary Schedule—Sources of Public Assistance." Although data are taken from different forms, percentages total to 100 because total public assistance is equal on Forms 201/202 and Form 203.

2.02 Sources of Public Operating Assistance for Transit. (Single Mode Bus Reporters and All Reporters)

Data are derived from Form 203, "Revenue Subsidiary Schedule—Sources of Public Assistance."

2.03 State and Local Taxes Dedicated at Their Source for Transit Operations. (Single Mode Motorbus Reporters and All Reporters)

Data are derived from Form 203, "Revenue Subsidiary Schedule—Sources of Public Assistance."

2.04 Sources of Public Capital Assistance for Transit. (Single Mode Bus Reporters and All Reporters)

Data are derived from Form 103, "Capital Subsidiary Schedule—Sources of Public Capital Assistance."

2.05 State and Local Taxes Dedicated at Their Source for Transit Capital. (Single Mode Bus Reporters and All Reporters)

Data are derived from Form 103, "Capital Subsidiary Schedule—Sources of Public Capital Assistance."

## POTENTIAL DATA APPLICATIONS

These data allow local and State officials to review the extent to which transit systems generally recover expenses from fares, and the extent to which they rely on local, State, and Federal assistance.

Analysis also is possible on the extent to which transit operators receive revenue from dedicated and/or general revenue sources. Dedicated sources restrict funds to transportation-related expenditures, while transit must compete with other public programs for general revenues.

For example, local officials might gain useful insight into other potential revenue sources by examining the types and amounts of local and State dedicated taxes utilized by peers, including sales, property, and gasoline taxes. State and Federal policymakers can analyze the likely aggregate effects of changes in grant programs on the types and amounts of other revenue sources used by transit operators.

The revenue data in these tables can be contrasted to comparable data in the previous annual reports to indicate how funding sources and levels have changed over time. This might be of interest to State and Federal policy-makers contemplating changes in transit assistance programs, and to transit equipment manufacturers interested in correlating product demand to shifts in funds dedicated to capital.

Summaries of revenue sources, for single mode motorbus transit systems and for all transit systems respectively, are summarized graphically in Figures 2.01 and 2.02. Further breakdowns of public operating assistance for motorbus and for all transit systems are summarized in Figures 2.03 and 2.04.

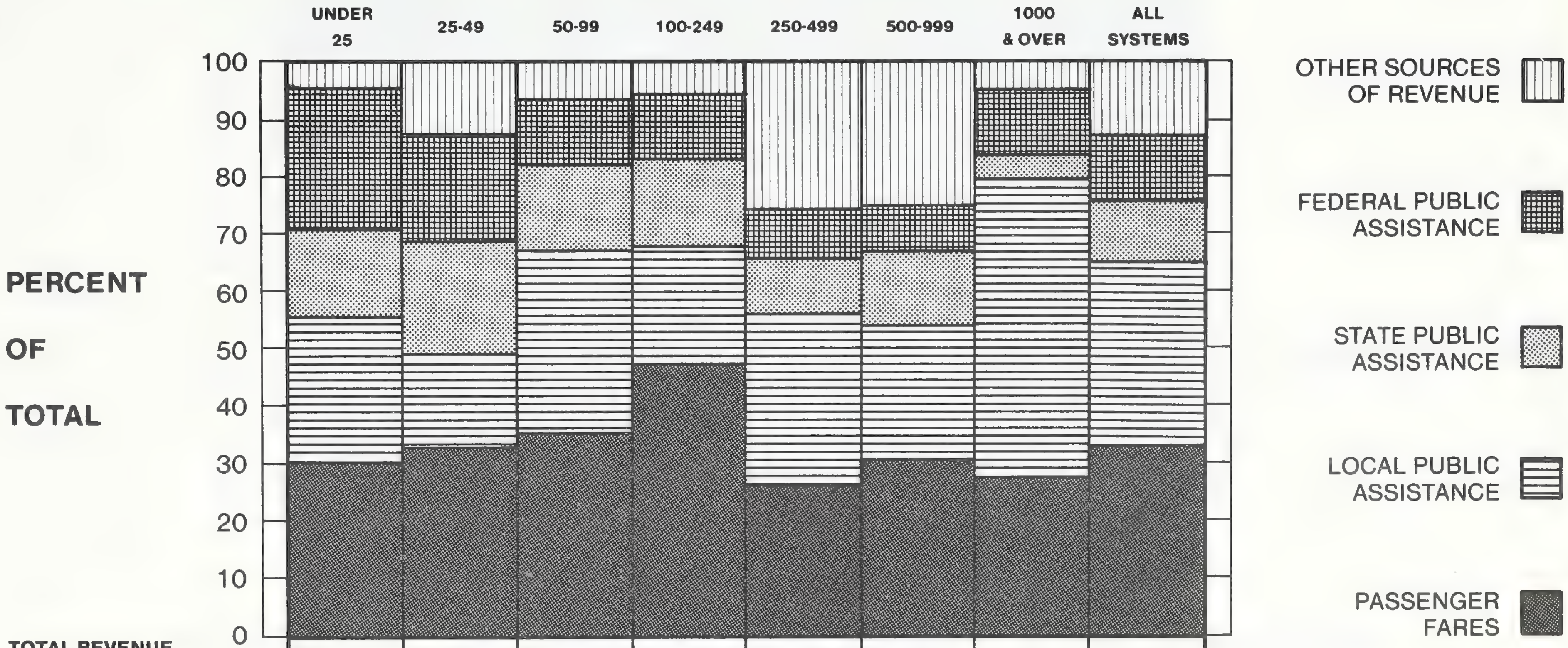
## 2.3 TRANSIT EXPENSES

Tables 2.06 through 2.09 contain aggregate information on the types and amounts of expenses incurred by Section 15 reporting transit systems. In Section 15 reports, transit expenses are stratified (1) by "functions" and (2) by "object classes."

# FIGURE 2.01
# SOURCES OF REVENUE: DETAILS BY TRANSIT SYSTEM SIZE

## SINGLE MODE MOTOR BUS REPORTERS

### SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



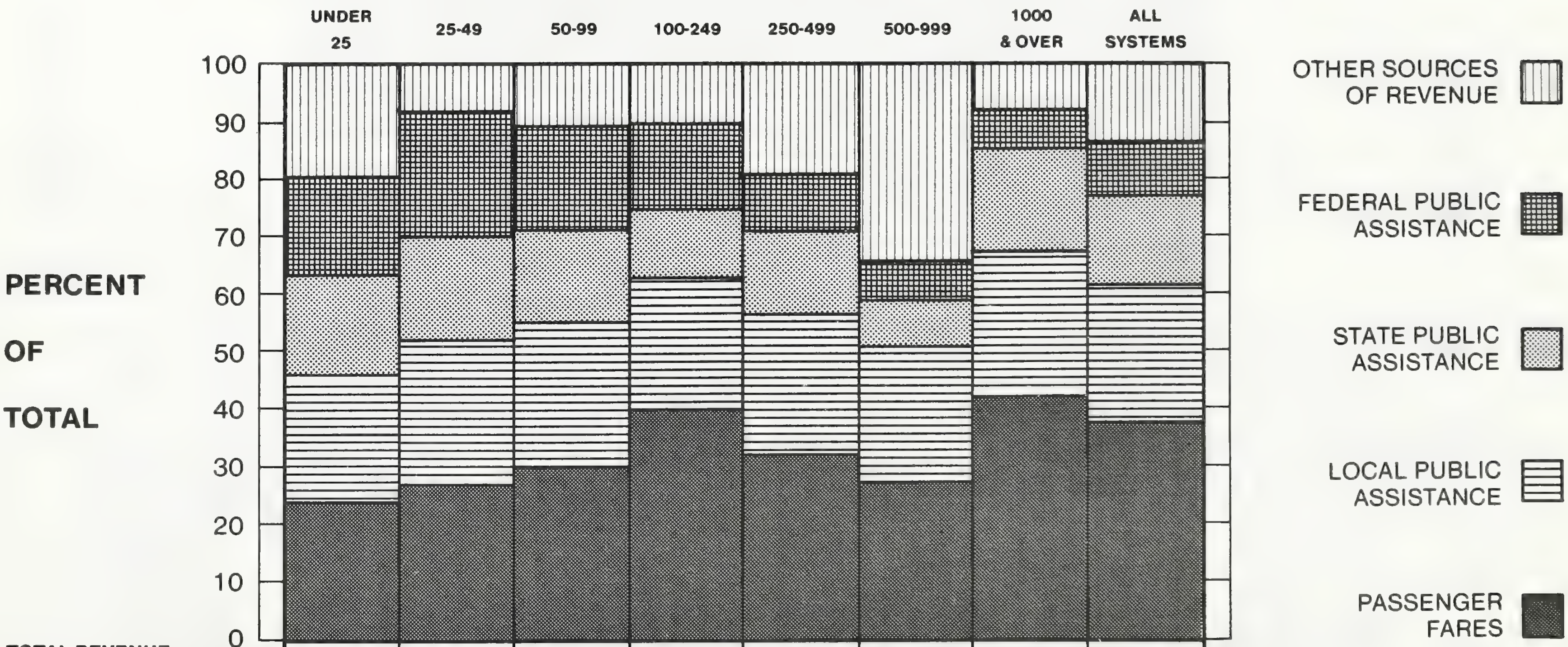
| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL REVENUE $ (MILLIONS) | 95.7 | 82.6 | 123.6 | 344.5 | 287.0 | 274.2 | 428.1 | 1635.7 |
| # OF SYSTEMS REPORTING THESE DATA | 99 | 21 | 15 | 20 | 4 | 3 | 1 | 163 |
| TOTAL # OF SYSTEMS | 99 | 21 | 15 | 20 | 4 | 3 | 1 | 163 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

# FIGURE 2.02
# SOURCES OF REVENUE: DETAILS BY TRANSIT SYSTEM SIZE

## ALL REPORTERS

### SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



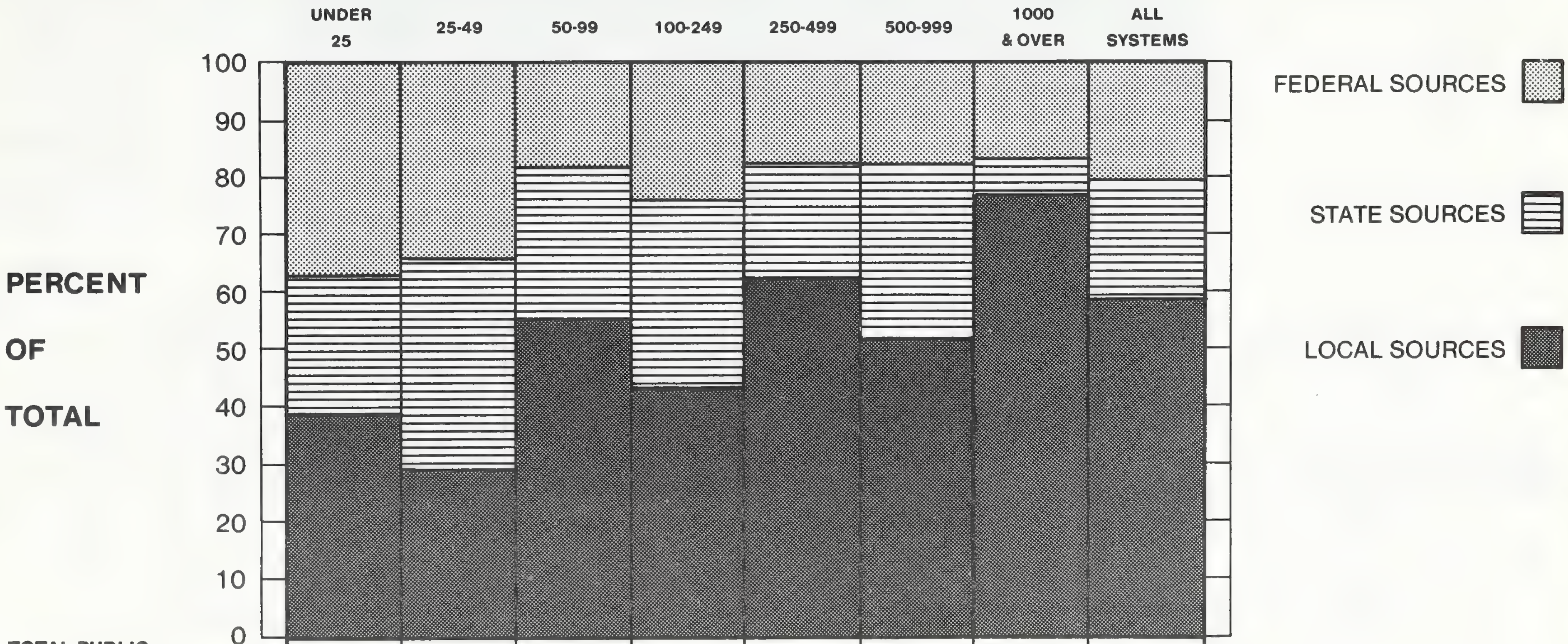
| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL REVENUE $ (MILLIONS) | 259.7 | 232.4 | 426.2 | 832.6 | 1248.2 | 1463.0 | 5576.6 | 10038.6 |
| # OF SYSTEMS REPORTING THESE DATA | 197 | 82 | 61 | 51 | 23 | 13 | 9 | 436 |
| TOTAL # OF SYSTEMS | 197 | 82 | 61 | 51 | 23 | 14 | 10 | 438 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

# FIGURE 2.03
# SOURCES OF PUBLIC OPERATING ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM SIZE

## SINGLE MODE MOTOR BUS REPORTERS

SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



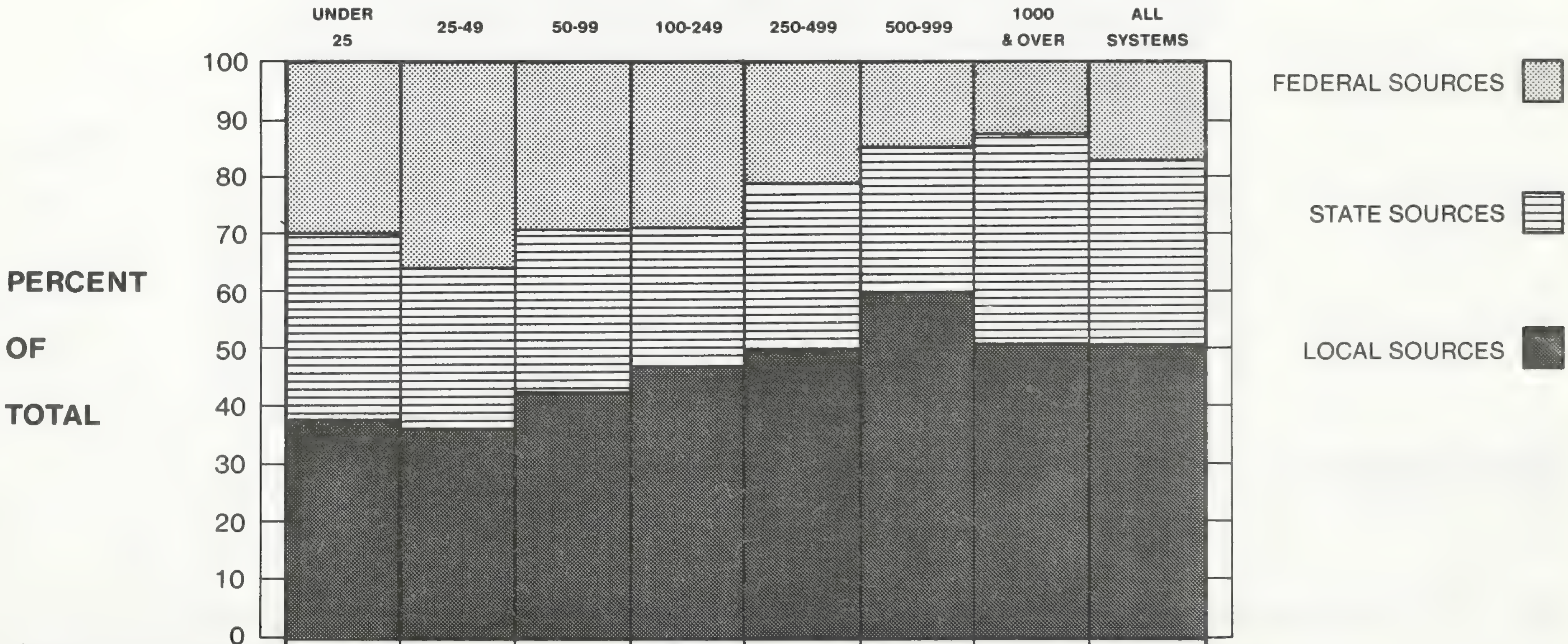
| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL PUBLIC ASSISTANCE $ (MILLIONS) | 62.4 | 45.1 | 72.1 | 163.1 | 137.7 | 122.3 | 289.2 | 892.0 |
| # OF SYSTEMS REPORTING THESE DATA | 99 | 21 | 15 | 20 | 4 | 3 | 1 | 163 |
| TOTAL # OF SYSTEMS | 99 | 21 | 15 | 20 | 4 | 3 | 1 | 163 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

# FIGURE 2.04
# SOURCES OF PUBLIC OPERATING ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM SIZE

## ALL REPORTERS

### SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL PUBLIC ASSISTANCE $ (MILLIONS) | 147.4 | 156.8 | 249.7 | 422.0 | 610.2 | 769.9 | 3037.2 | 5393.2 |
| # OF SYSTEMS REPORTING THESE DATA | 197 | 82 | 61 | 51 | 23 | 14 | 10 | 438 |
| TOTAL # OF SYSTEMS | 197 | 82 | 61 | 51 | 23 | 14 | 10 | 438 |

**FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84**

## EXPENSES BY FUNCTION

Functional classes divide operating expenses into four major categories represented by two digit mnemonic codes:

- (VO) Vehicle Operations;
- (VM) Vehicle Maintenance;
- (NM) Non-Vehicle Maintenance; and
- (GA) General Administration.

Further functional breakdowns are provided by transit systems reporting at voluntary levels A, B, or C. This detail is not contained in this report, but is available on the Section 15 public use tape and diskettes. (See Chapter 1, Section 1.9.)

The transit expense tables provide statistical information about transit expenses not only by fleet size, but also by transit mode. For each of the various functional categories, transit systems operating multiple modes must allocate "joint expenses" to the appropriate modes. Transit systems are not required to distribute "joint expenses" across object classes in a functional category.

Analyses of expenses by function must be qualified by the degree to which transit systems uniformly allocate expenses among the various functional categories. The allocation of most expenses is relatively straightforward, but some allocations are more judgmental, such that similar expenses of certain types may be allocated differently by different transit systems. While this is not a major problem, care should be taken in the analysis of specific data items which may lend themselves to differing interpretations regarding allocation to functional categories.

## EXPENSES BY OBJECT CLASS

Object classes divide operating expenses into categories such as labor, fringe benefits, services, and materials and supplies. More detailed object class breakdowns are provided by the voluntary-level reports, and are available on the Section 15 public use tape. (See Chapter 1, Section 1.9.)

A separate "Joint Expenses" page is included in Table 2.07 because the Section 15 reporting forms allocate joint expenses to individual modes by function, but not by object class. Joint expenses are those operating expenses of multi-mode agencies which cannot be allocated by object class. For example, if Vehicle Maintenance—Utility expenses (function number 041, object class 505) are shared by motorbus and trolleybus, these are categorized and reported as joint expenses. These expenses are added to other comparable joint expenses (i.e., for these same two modes, for the Vehicle Maintenance function, for different object classes) and the totals are allocated between the two modes. This procedure makes it possible to compute a total expense by function for each mode. However, a comparable total cannot be computed for specific object classes (e.g., utilities expenses) since the joint expenses for individual object classes are not apportioned to the specific modes. Thus, for a given mode, "total" expenses for object classes such as operators' salaries and wages exclude any reported joint expenses. Joint expenses are summarized in a separate page for all modes. Because use of joint expense categories varies among operators, this could affect comparisons that use object class totals.

The "Total All Modes" page in Table 2.07 is identical to the individual mode and joint expenses tables, except for two additional rows which show "reconciling items" (e.g., interest expenses, leases and rentals, depreciation) and "total expenses" including reconciling items. Under the Section 15 Uniform System of Accounts and Records, reconciling items are reported only for system totals, and not separately by mode.

Reconciling items are needed to provide an over-all total which is consistent with local published reports. They are reported separately under Section 15 because local accounting practices for handling such items (particularly depreciation and amortization) differ widely. Generally, analysts using Section 15 data exclude reconciling items from operating expenses. Although this actually understates true operating costs, it alleviates the problems inherent in inconsistent treatment of reconciling items.

In Chapter 3, Operating Expenses listed in the tables for individual transit systems exclude reconciling items, as do the Operating Expenses listed in Chapter 4, which are used by UMTA to compute the Section 9 apportionments.

Aggregate transit expense data are contained in the following tables.

2.06 Transit Operating Expenses by Mode and Function.

Data in this table are derived from several 1984 expense report forms: 301 and 310 (R-level); 311 (A-level); 312 (B-level); and 313 (C-level).

Fleet size categories are for all modes operated. For example, a transit system operating 35 motorbuses and 20 demand response vehicles (55 total vehicles) in maximum service would be categorized within the 50-99 fleet size category.

2.07 Transit Operating Expenses by Mode and Object Class.

Eight separate tables are provided: motorbus; rail rapid; streetcar; trolleybus; vanpool; demand response; joint expenses; and total of all modes. Data are taken from the same Section 15 reporting forms as are used to generate Table 2.06, plus Form 315 (A-, B-, and C-level).

For the first six pages, fleet size categories are for the mode specified. For the last two pages (joint expenses and total), all modes are combined to determine the fleet size category.

NOTE: The line labelled "Total Operating Expenses $ In Millions," which appears in each of the modal pages in Table 2.07 (third line from the bottom of the page), does not include the joint expenses of multi-mode transit reporters. Joint expenses, which are those operating expenses of multi-mode agencies which cannot be allocated by object class, are all shown in the Joint Expenses page of Table 2.07. Further explanation about joint expenses is provided in the above section on expenses by object class.

2.08 Operating Expenses by Function and Object Class for Single Mode Motorbus Transit Systems.

Eight separate pages are provided for each of the seven fleet size categories, plus a page for all single mode motorbus systems. Data are derived from Form 301 (R-level), 311 (A-level), 312 (B-level), and 313 (C-level).

2.09 Employer and Employee Paid Fringe Benefits.

Data are derived from Form 331, "Fringe Benefits Subsidiary Schedule." This form is required only from transit systems operating more than 25 revenue vehicles in maximum service. Data in this table represent system totals, since fringe benefit payments are not reported separately by mode.

### POTENTIAL DATA APPLICATIONS

These data can be used to provide a gross comparison of costs and cost distributions for a specific transit system with comparable information for all other reporting transit systems within selected mode and size groups. Potentially, subject to more detailed analysis of underlying factors, this can help highlight certain problem areas or other areas having opportunities for cost reductions.

Again, conclusions from such analyses are limited because peer groups are presented only on the basis of fleet size and mode. Also, costs generally should be reviewed in conjunction with other operating and patronage data. This approach provides a more complete picture of transit performance.

Transit operating expenses by function are summarized in Figures 2.05, 2.06 for rail rapid transit, and 2.07 for all modes.

## 2.4 NON-FINANCIAL OPERATING DATA

Tables 2.10 through 2.14 contain aggregate non-financial operating data.

### TRANSIT MAINTENANCE AND SAFETY

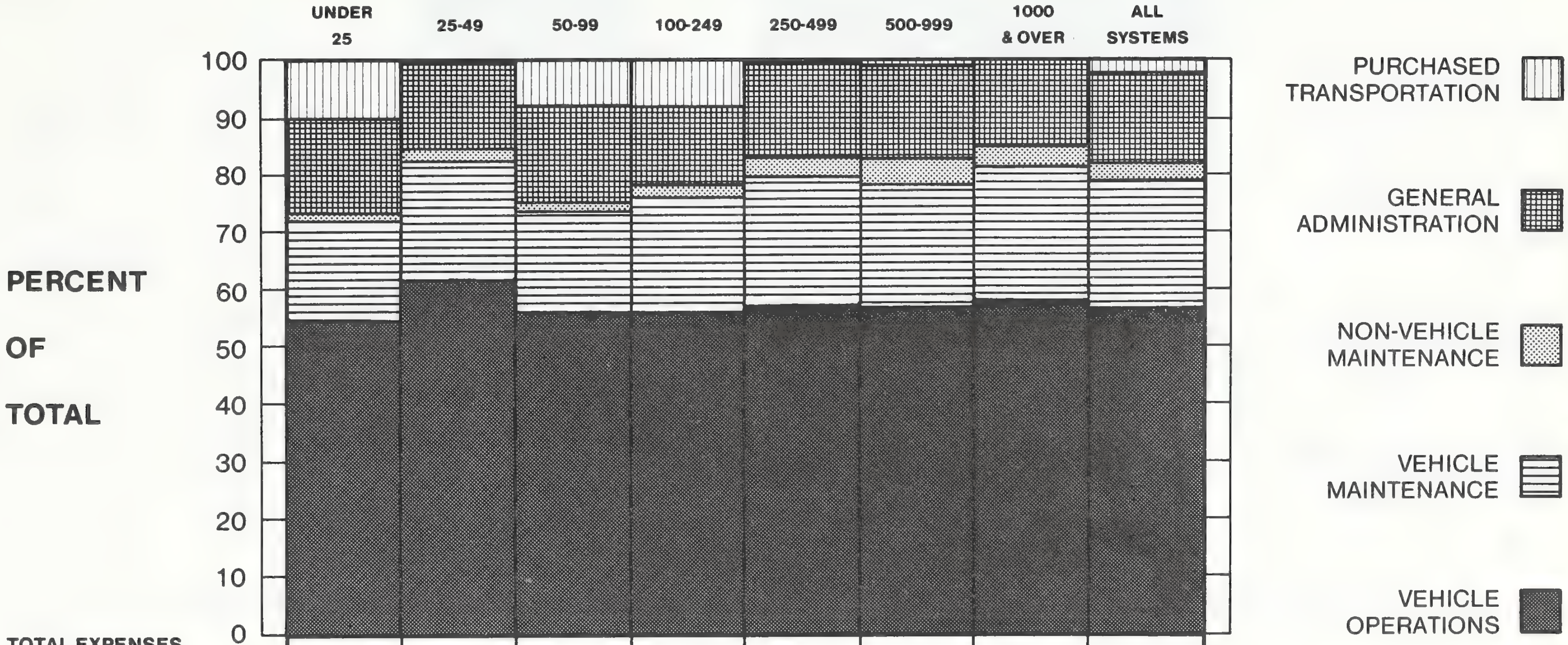
Table 2.10 summarizes numbers of accidents and roadcalls, and energy consumption. Use of these data for specific analyses generally requires additional data such as vehicle miles and age of fleet.

More importantly, because the interpretation of what constitutes an accident or roadcall has not been uniform, these data are not entirely consistent from one transit system to another. Thus, accident and roadcall figures should be viewed simply as gross indicators with some utility for time-series analyses. Specific analyses of roadcalls as measures of maintenance performance require detailed examination of how roadcalls were defined. UMTA is currently working to improve Section 15 definitions of accidents and roadcalls.

## FIGURE 2.05
## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

## MOTOR BUS

### SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



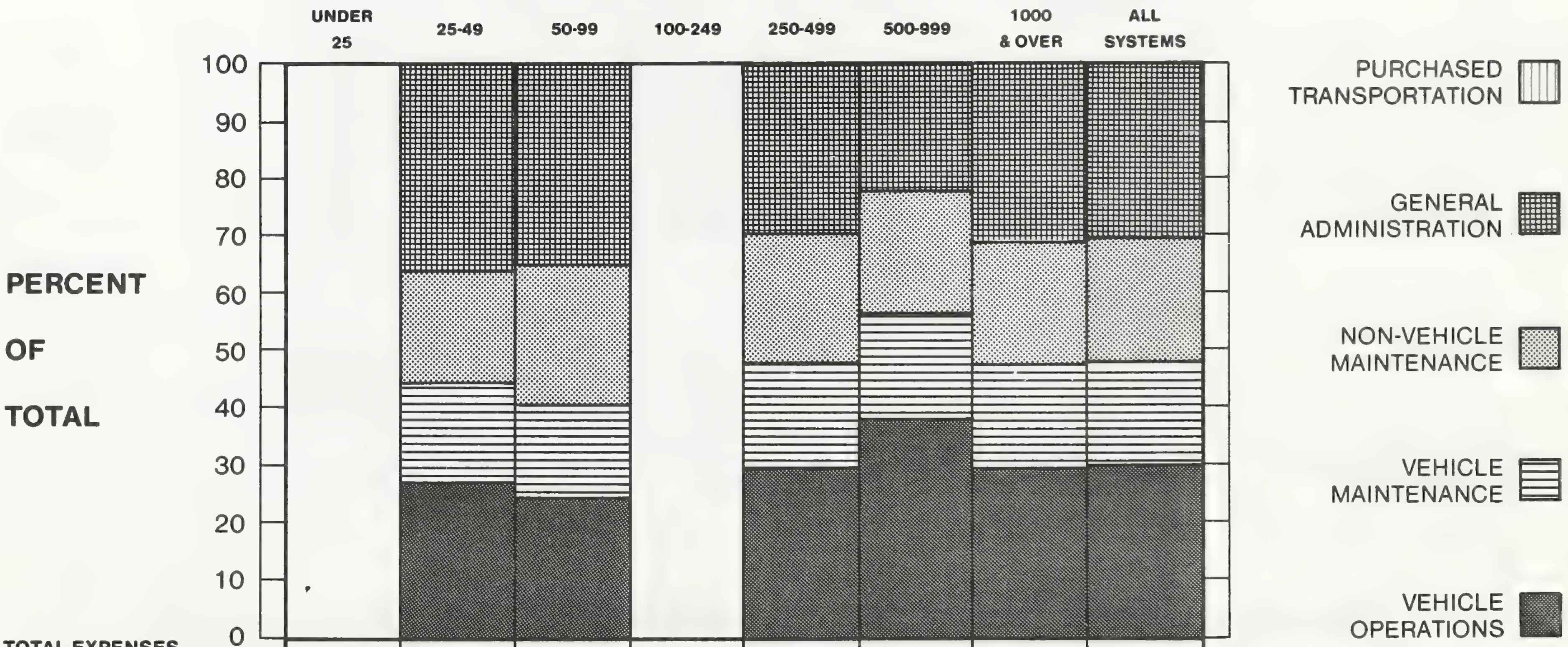
| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL EXPENSES $ (MILLIONS) | 180.8 | 207.4 | 364.0 | 742.8 | 820.1 | 1226.1 | 2111.3 | 5652.5 |
| # OF SYSTEMS REPORTING THESE DATA | 186 | 63 | 53 | 40 | 17 | 13 | 6 | 378 |
| TOTAL # OF SYSTEMS | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

# FIGURE 2.06
# TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

## RAIL RAPID TRANSIT

### SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



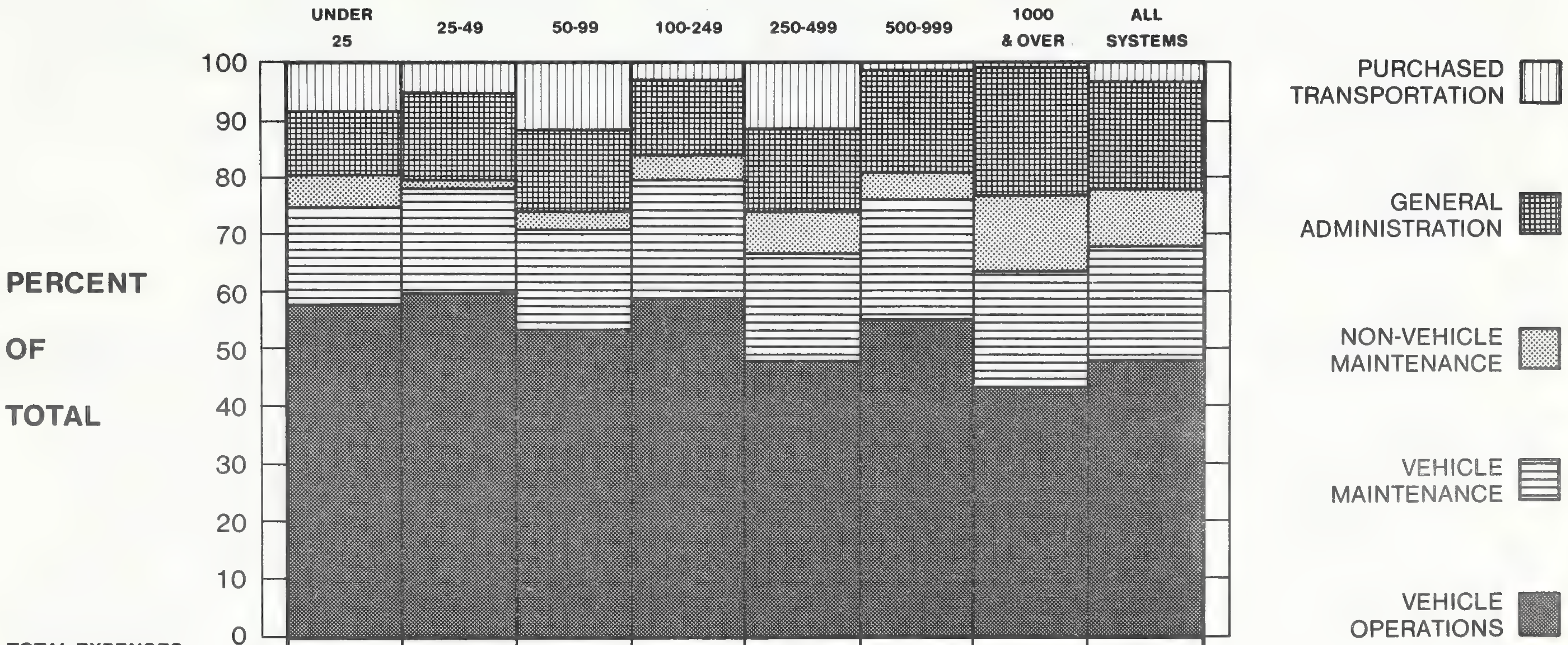
| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL EXPENSES $ (MILLIONS) | 0.0 | 34.7 | 40.6 | 0.0 | 564.9 | 203.7 | 1750.3 | 2594.2 |
| # OF SYSTEMS REPORTING THESE DATA | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| TOTAL # OF SYSTEMS | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

# FIGURE 2.07
# TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

## ALL MODES

SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL EXPENSES $ (MILLIONS) | 276.8 | 195.8 | 404.8 | 789.3 | 1092.4 | 1366.5 | 5220.7 | 9346.3 |
| # OF SYSTEMS REPORTING THESE DATA | 194 | 78 | 62 | 51 | 22 | 14 | 9 | 430 |
| TOTAL # OF SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

### TRANSIT WAY MILEAGE

The term "directional route miles" is defined as the mileage service operates in each direction over routes which public transportation vehicles travel while in revenue service. Directional route miles are a measure of the facility or roadway, not the service carried on the facility, i.e., number of routes or vehicle revenue miles. They are determined by direction of service, but not by the number of traffic lanes or rail tracks existing in a given right-of-way. If vehicles travel in only one direction within a right-of-way, each mile is counted once. If vehicles travel in both directions, each mile is counted twice. Directional route miles are reported on Form 403 and presented in Table 2.11.

### TRANSIT EMPLOYEE COUNT

Within each job category, the number of employees is expressed in terms of the number of employee equivalents for the year, to the nearest one-tenth employee (one employee equivalent equals 2000 labor-hours of work). This accounts for the fractions which appear in Table 2.12. To the extent that an employee works on capital projects, his or her labor is considered a capital expense; otherwise, it is an operating expense. Employee counts for the motorbus mode, including both single mode and multi-mode systems, are summarized in Figure 2.08.

### SERVICE SUPPLIED AND SERVICE CONSUMED DATA

"Service supplied" data include vehicle miles, vehicle revenue miles, vehicle hours, and vehicle revenue hours. The difference between vehicle miles and vehicle revenue miles represents deadheading. "Service consumed" data refer to ridership information (measures of use of the service supplied), and include unlinked passenger trips and passenger miles.

Because passenger mile data are not normally collected by transit systems as a routine part of their operations, they are among the most difficult to collect. In most instances, they are collected using sampling techniques. While UMTA has suggested several such techniques, transit systems may use any sampling techniques which satisfy precision and confidence requirements of 10 percent and 95 percent, respectively. UMTA continues to be concerned that transit systems meet these precision and confidence requirements.

Service supplied and service consumed data are reported on Forms 406 (for non-rail modes) and 407 (for rail modes), and are reported in terms of average weekday, average Saturday, and average Sunday. Beginning with the 1984 report year provision was made on Forms 406 and 407 for reporting of annual totals, and the accounting for all days operated. From 1979-1982 the annual totals for service provided and consumed were estimated by assuming the operation of 253 weekday schedules, 53 Saturday schedules, and 59 Sunday and holiday schedules. In the 1983 report year, agencies had the option of either reporting their actual annual data or of UMTA using the above estimates.

Aggregate non-financial data are contained in the following tables.

2.10 Transit Accidents, Revenue Vehicle Maintenance and Energy Consumption.

The table includes eight of the modes reported under Section 15. The data are aggregated by fleet size, which is determined for each mode by the number of vehicles operated in maximum service for that mode. Data are derived from Form 402, "Revenue Vehicle Maintenance Performance and Energy Consumption Schedule" and Form 405, "Transit System Accidents Schedule." For explanation of transit accidents and maintenance see above section by this title.

2.11 Transit Way Mileage: National Summary.

Data are derived from Form 403, "Transit Way Mileage Schedule." For explanation of directional route miles, see above section on transit way mileage.

2.12 Transit System Employee Count.

This table includes employee data by mode. The data are taken from Form 404, "Transit System Employee Count Schedule." For explanation of transit employee count, see above section by this title.

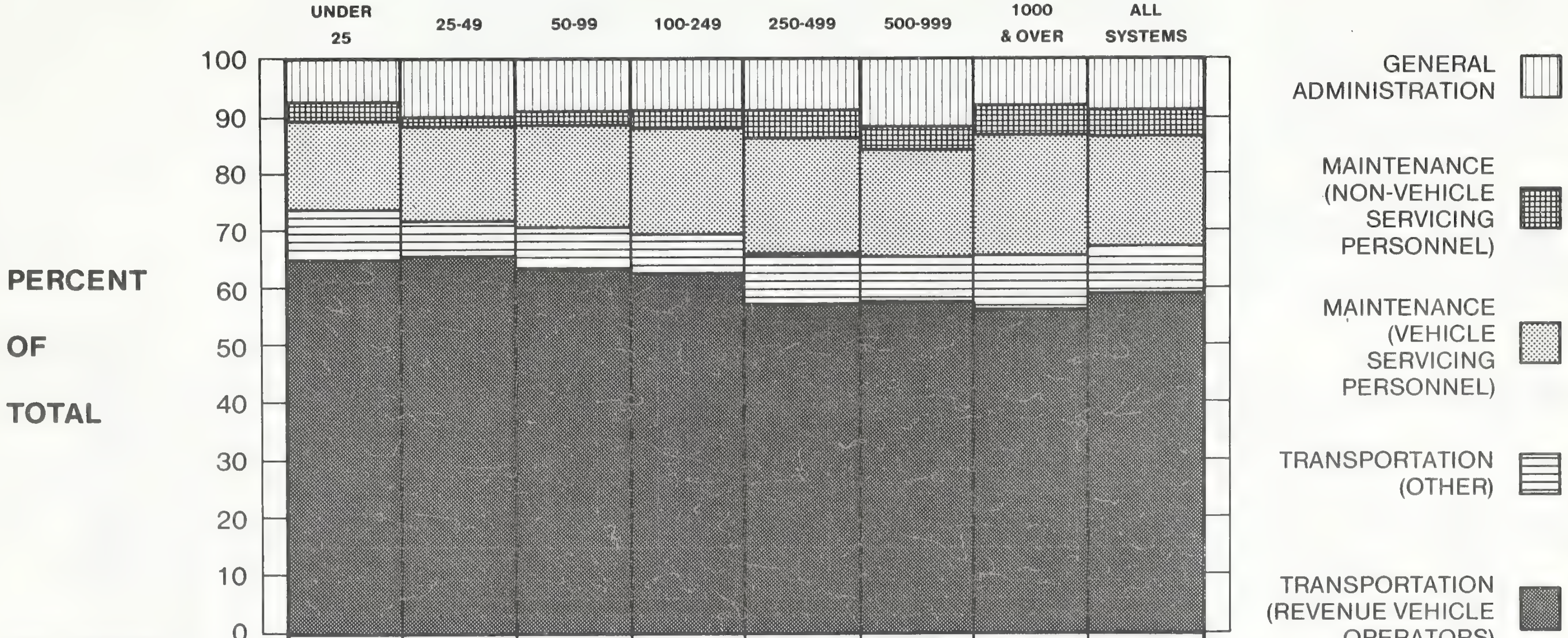
2.13 Annual Operating Statistics: Service Supplied and Service Consumed.

This table includes pages for each of the five non-rail modes (motorbus, trolleybus, vanpool, demand response, and

# FIGURE 2.08
# TRANSIT SYSTEM EMPLOYEE COUNT BY SIZE OF MODAL REVENUE FLEET

## MOTOR BUS

### SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE



| | UNDER 25 | 25-49 | 50-99 | 100-249 | 250-499 | 500-999 | 1000 & OVER | ALL SYSTEMS |
|---|---|---|---|---|---|---|---|---|
| TOTAL # OF SYSTEM EMPLOYEES* | 4918.3 | 5765.9 | 8333.2 | 16581.7 | 19327.1 | 24777.3 | 44966.9 | 124670.4 |
| # OF SYSTEMS REPORTING DATA | 154 | 63 | 49 | 39 | 17 | 13 | 6 | 341 |
| TOTAL # OF SYSTEMS | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

*FULL-TIME EMPLOYEE EQUIVALENTS

ferryboat). The data are taken from Form 406, "Transit System Service Supplied, Service Consumed, Service Personnel & Service Operated Schedule (Non-Rail Modes)."

Table 2.13 also includes three rail modes (rail rapid and streetcar combined and commuter rail). The data are taken from Form 407, "Transit System Service Supplied, Service Consumed, Service Personnel & Service Operated Schedule (Rail Modes)." Note that for these modes "Vehicle" refers to "Passenger Car." Please refer to Section 2.1 for additional information concerning fleet size categories in this table.

2.14 Summary Age Distribution of Revenue Vehicle Inventory.

Data are shown by vehicle type and age of vehicles in the total active fleets. The source is Form 408, "Revenue Vehicle Inventory Schedule." The age of a vehicle is determined by the date of its manufacture.

Vehicle age distributions also are summarized graphically in Figures 2.09.1 and 2.09.2. The use of "total active fleet" data in this table represents a change from previous annual reports which used "total fleet size" data. Please refer to Section 2.1 for specific information concerning this change.

### POTENTIAL DATA APPLICATIONS

At a national level, these operating data can be used to help answer questions on what service was provided in return for the nationwide investment in transit; how many employees, how much fuel, and how many vehicles, for example, were required to provide that service; how safe was the service; and how much use was made of the service by transit patrons.

## 2.5 PERFORMANCE INDICATORS

Performance indicators are not reported directly, but are derived measures. For example, they can relate measures of service outputs or utilization (e.g., vehicle revenue miles, passenger miles) to measures of resource inputs (e.g., vehicles operated in maximum service, labor hours). The data in these tables all are weighted averages. For example, if there are six reporting transit systems for a specific mode and fleet size category, the indicator "annual vehicle revenue hours per vehicle operated in average weekday maximum service" is computed by summing the annual vehicle revenue hours for these six systems, summing their vehicles operated in average weekday maximum service, and dividing the sum of vehicle revenue hours by the sum of vehicles operated in average weekday maximum service.

Such indicators can provide "typical" measures useful for general comparative purposes, i.e., comparison of these statistics against the comparable statistics for a specific transit system can help determine potential areas for improvements. The performance indicators include directly operated or large contractor services filing complete Section 15 reports. They do not include financial or operating data associated with purchased transportation services for contracts using less than 50 vehicles. For example, measures using "Total Operating Expenses" include only those costs and units of service attributable to directly operated transit service. Costs reported for purchased transportation services have been subtracted from total operating costs.

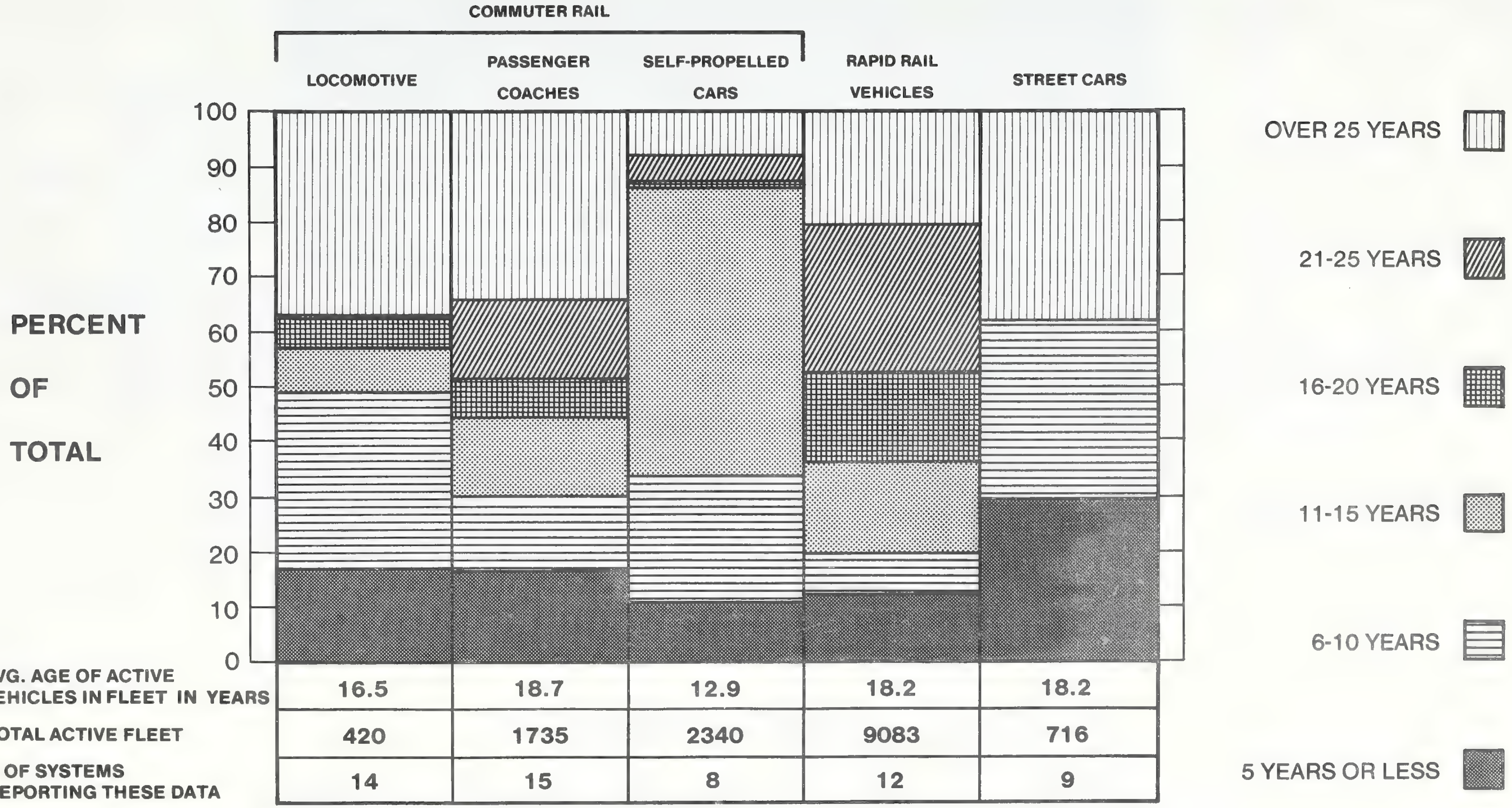
Aggregate transit performance measures are contained in the following table.

2.15 Transit Performance Indicators.

This table includes performance measures for selected modes only. The data were derived using the 300-series expense forms and operating data Forms 402, 403, 404, 405, 406, and 407. Please refer to Section 2.1 for additional information concerning fleet size categories in this table.

## FIGURE 2.09.1
## SUMMARY AGE DISTRIBUTION OF ACTIVE VEHICLES IN FLEET

### INVENTORY BY VEHICLE TYPE

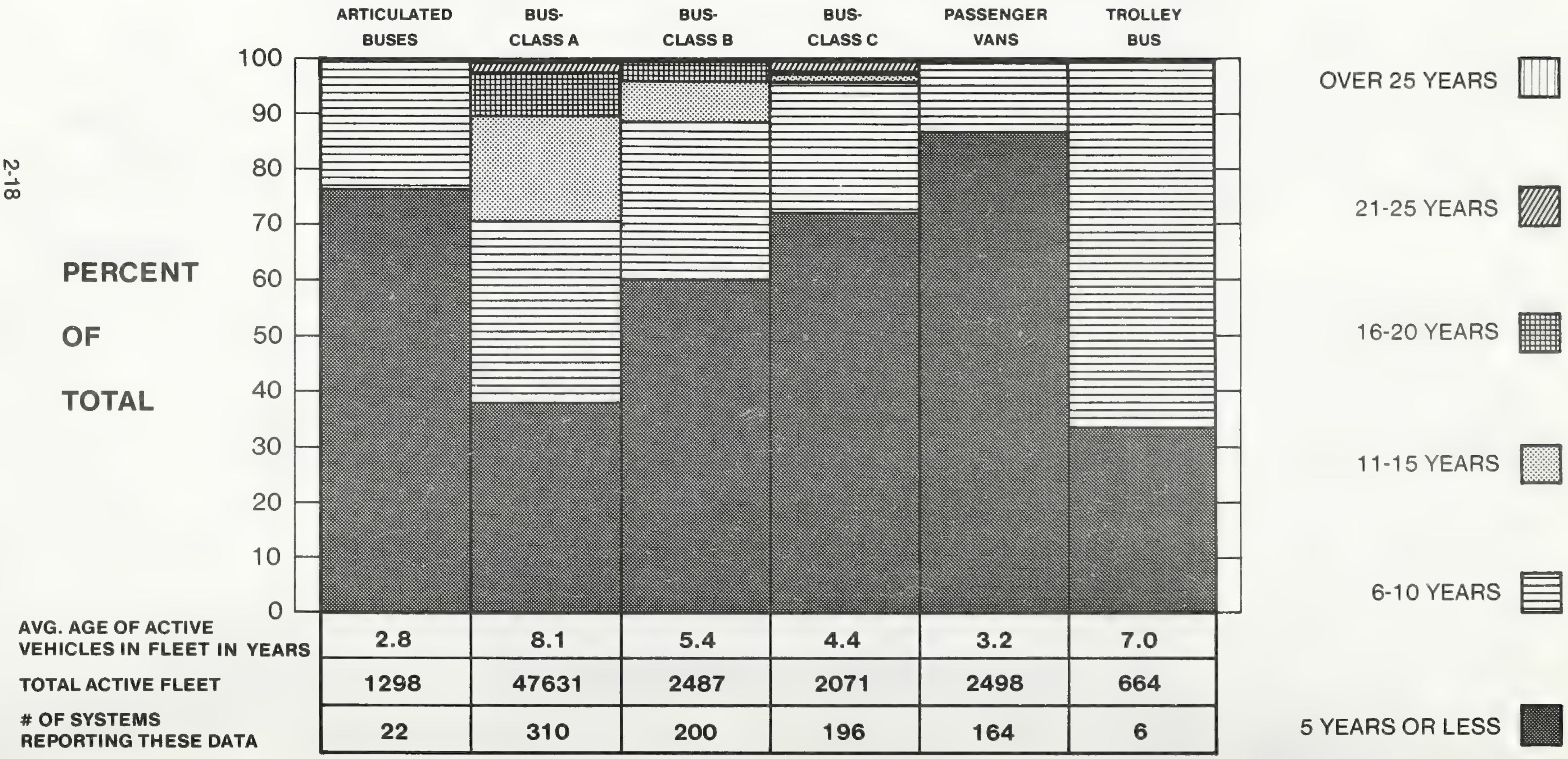


| | LOCOMOTIVE | PASSENGER COACHES | SELF-PROPELLED CARS | RAPID RAIL VEHICLES | STREET CARS |
|---|---|---|---|---|---|
| AVG. AGE OF ACTIVE VEHICLES IN FLEET IN YEARS | 16.5 | 18.7 | 12.9 | 18.2 | 18.2 |
| TOTAL ACTIVE FLEET | 420 | 1735 | 2340 | 9083 | 716 |
| # OF SYSTEMS REPORTING THESE DATA | 14 | 15 | 8 | 12 | 9 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

# FIGURE 2.09.2
# SUMMARY AGE DISTRIBUTION OF ACTIVE VEHICLES IN FLEET

## INVENTORY BY VEHICLE TYPE



| | ARTICULATED BUSES | BUS-CLASS A | BUS-CLASS B | BUS-CLASS C | PASSENGER VANS | TROLLEY BUS |
|---|---|---|---|---|---|---|
| AVG. AGE OF ACTIVE VEHICLES IN FLEET IN YEARS | 2.8 | 8.1 | 5.4 | 4.4 | 3.2 | 7.0 |
| TOTAL ACTIVE FLEET | 1298 | 47631 | 2487 | 2071 | 2498 | 664 |
| # OF SYSTEMS REPORTING THESE DATA | 22 | 310 | 200 | 196 | 164 | 6 |

FISCAL YEAR ENDING BETWEEN 01/01/84 AND 12/31/84

TABLE 2.01.1 as of 06/02/86

## SOURCES OF TRANSIT REVENUE: DETAILS BY TRANSIT SYSTEM SIZE

## SINGLE MODE MOTOR BUS REPORTERS

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | REVENUE OBJECT CLASS | PERCENT OF TOTAL REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 401 | PASSENGER FARES FOR TRANSIT SERVICE | 30.2 | 31.7 | 35.4 | 46.9 | 22.4 | 30.6 | 27.4 | 32.7 |
| 402-406 | OTHER TRANSPORTATION REVENUES | 2.1 | 2.8 | 5.6 | 2.2 | 1.8 | 17.3 | 0.6 | 5.5 |
| 407 | NONTRANSPORTATION REVENUES | 1.0 | 2.9 | 2.1 | 1.5 | 7.1 | 2.3 | 4.4 | 3.2 |
| 408 | TAXES LEVIED DIRECTLY BY TRANSIT SYSTEM | 1.4 | 4.1 | 1.0 | 2.1 | 29.2 | 0.0 | 0.0 | 4.1 |
| 409.01 | LOCAL GENERAL PUBLIC ASSISTANCE | 15.1 | 13.7 | 16.1 | 13.3 | 5.8 | 7.7 | 0.0 | 8.0 |
| 409.02-410.99 | LOCAL DEDICATED PUBLIC ASSISTANCE | 10.0 | 3.8 | 14.0 | 7.2 | 13.4 | 22.6 | 51.8 | 23.6 |
| 411.01 | STATE GENERAL PUBLIC ASSISTANCE | 12.3 | 8.0 | 14.6 | 13.3 | 5.9 | 9.8 | 0.0 | 8.0 |
| 411.03-412.99 | STATE DEDICATED PUBLIC ASSISTANCE | 3.4 | 12.3 | 1.1 | 2.0 | 6.0 | 1.7 | 4.0 | 3.4 |
| 413 | FEDERAL PUBLIC ASSISTANCE | 24.5 | 20.7 | 10.0 | 11.5 | 8.5 | 8.0 | 11.8 | 11.5 |
| 440 | SUBSIDY FROM OTHER SECTORS OF OPERATIONS | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL REVENUE $ IN MILLIONS | $95.7 | $74.6 | $131.7 | $344.5 | $187.5 | $373.7 | $428.1 | $1635.7 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |

TABLE 2.01.2 as of 06/02/86

## SOURCES OF TRANSIT REVENUE: DETAILS BY TRANSIT SYSTEM SIZE

**ALL REPORTERS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | REVENUE OBJECT CLASS | PERCENT OF TOTAL REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 401 | PASSENGER FARES FOR TRANSIT SERVICE | 23.9 | 26.5 | 30.1 | 39.0 | 31.7 | 27.4 | 42.3 | 37.1 |
| 402-406 | OTHER TRANSPORTATION REVENUES | 15.9 | 2.7 | 3.9 | 2.1 | 1.3 | 4.9 | 0.9 | 2.2 |
| 407 | NONTRANSPORTATION REVENUES | 2.2 | 2.2 | 2.2 | 1.7 | 3.9 | 4.9 | 2.9 | 3.1 |
| 408 | TAXES LEVIED DIRECTLY BY TRANSIT SYSTEM | 1.4 | 3.5 | 4.2 | 6.6 | 15.1 | 22.8 | 1.4 | 6.9 |
| 409.01 | LOCAL GENERAL PUBLIC ASSISTANCE | 14.5 | 11.2 | 12.3 | 9.9 | 5.3 | 11.4 | 17.2 | 13.9 |
| 409.02-410.99 | LOCAL DEDICATED PUBLIC ASSISTANCE | 7.0 | 14.1 | 12.1 | 13.9 | 16.0 | 13.5 | 8.0 | 10.5 |
| 411.01 | STATE GENERAL PUBLIC ASSISTANCE | 13.7 | 7.8 | 8.2 | 8.9 | 1.8 | 3.9 | 16.6 | 11.6 |
| 411.03-412.99 | STATE DEDICATED PUBLIC ASSISTANCE | 4.5 | 10.5 | 8.2 | 3.2 | 13.3 | 3.8 | 1.7 | 4.0 |
| 413 | FEDERAL PUBLIC ASSISTANCE | 16.9 | 23.4 | 17.6 | 14.9 | 10.5 | 7.4 | 6.7 | 9.0 |
| 440 | SUBSIDY FROM OTHER SECTORS OF OPERATIONS | 0.4 | 0.2 | 0.3 | 0.0 | 1.1 | 0.0 | 2.4 | 1.5 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL REVENUE $ IN MILLIONS | $259.7 | $220.8 | $434.2 | $832.6 | $1152.3 | $1562.4 | $5576.6 | $10038.5 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 197 | 80 | 62 | 51 | 23 | 14 | 9 | 436 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

## TABLE 2.02.1 as of 06/02/86

## SOURCES OF PUBLIC OPERATING ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM SIZE

### SINGLE MODE MOTOR BUS REPORTERS

**Fiscal year ending between 01/01/84 and 12/31/84**

| SOURCES OF PUBLIC OPERATING ASSISTANCE | PERCENT OF TOTAL REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| FEDERAL GOVERNMENT | | | | | | | | |
| SECTION 5 AND/OR 9 | 35.4 | 34.7 | 17.4 | 24.3 | 20.8 | 14.5 | 17.1 | 20.4 |
| OTHER FEDERAL | 2.1 | 0.7 | 0.5 | 0.1 | 0.6 | 1.6 | 0.3 | 0.7 |
| **TOTAL FEDERAL** | **37.5** | **35.4** | **18.0** | **24.4** | **21.5** | **16.1** | **17.4** | **21.1** |
| STATE GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 18.9 | 13.7 | 26.2 | 28.1 | 15.0 | 19.8 | 0.0 | 14.7 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 3.5 | 14.3 | 1.9 | 2.0 | 12.4 | 3.4 | 0.0 | 3.2 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.1 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.2 |
| OTHER | 1.6 | 6.7 | 0.0 | 0.9 | 2.7 | 0.0 | 6.0 | 2.8 |
| **TOTAL STATE** | **24.1** | **34.7** | **28.1** | **32.3** | **30.0** | **23.2** | **6.0** | **20.9** |
| LOCAL GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 23.1 | 23.4 | 28.8 | 28.1 | 14.7 | 15.4 | 0.0 | 14.7 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 13.0 | 5.9 | 18.1 | 3.8 | 33.8 | 41.9 | 76.6 | 39.8 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OTHER | 2.3 | 0.6 | 7.0 | 11.3 | 0.0 | 3.4 | 0.0 | 3.5 |
| **TOTAL LOCAL** | **38.4** | **29.9** | **53.9** | **43.3** | **48.5** | **60.8** | **76.6** | **58.1** |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL PUBLIC ASSISTANCE $ IN MILLIONS | $62.4 | $43.6 | $73.6 | $163.1 | $74.1 | $185.9 | $289.2 | $892.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |

### TABLE 2.02.2 as of 06/02/86

### SOURCES OF PUBLIC OPERATING ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM SIZE

### ALL REPORTERS

**Fiscal year ending between 01/01/84 and 12/31/84**

| SOURCES OF PUBLIC OPERATING ASSISTANCE | PERCENT OF TOTAL REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| FEDERAL GOVERNMENT | | | | | | | | |
| SECTION 5 AND/OR 9 | 28.4 | 35.8 | 28.7 | 28.6 | 21.8 | 14.2 | 11.2 | 16.1 |
| OTHER FEDERAL | 1.6 | 1.1 | 0.9 | 0.8 | 0.7 | 0.9 | 1.5 | 1.2 |
| **TOTAL FEDERAL** | **30.1** | **36.8** | **29.6** | **29.3** | **22.5** | **15.1** | **12.7** | **17.3** |
| STATE GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 24.2 | 11.3 | 14.1 | 17.5 | 3.7 | 8.6 | 30.8 | 22.1 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 3.3 | 8.2 | 13.1 | 4.0 | 25.5 | 10.1 | 3.7 | 7.5 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 0.0 |
| OTHER | 4.6 | 7.0 | 1.2 | 1.8 | 2.9 | 5.3 | 2.0 | 2.8 |
| **TOTAL STATE** | **32.0** | **26.6** | **28.4** | **23.8** | **32.2** | **24.1** | **36.6** | **32.4** |
| LOCAL GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 25.6 | 16.2 | 21.2 | 19.5 | 11.2 | 26.4 | 33.1 | 27.6 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 10.0 | 16.7 | 18.2 | 15.5 | 27.7 | 27.4 | 15.1 | 18.4 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 | 2.0 | 2.1 |
| OTHER | 2.3 | 3.7 | 2.6 | 11.9 | 6.5 | 0.8 | 0.4 | 2.2 |
| **TOTAL LOCAL** | **37.9** | **36.6** | **42.0** | **46.9** | **45.4** | **60.8** | **50.7** | **50.3** |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL PUBLIC ASSISTANCE $ IN MILLIONS | $146.8 | $152.4 | $251.2 | $422.0 | $540.4 | $833.5 | $3037.2 | $5383.5 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

TABLE 2.03.1 as of 06/02/86

## STATE AND LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT OPERATIONS: DETAILS BY TRANSIT SYSTEM SIZE

**SINGLE MODE MOTOR BUS REPORTERS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| DEDICATED STATE & LOCAL TAXES | PERCENT OF DEDICATED TAX REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| STATE GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 27.2 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 28.0 |
| SALES TAXES | 12.6 | 70.9 | 96.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21.2 |
| PROPERTY TAXES | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| PAYROLL TAXES | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| UTILITY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 43.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 3.7 |
| OTHER TAXES | 37.6 | 1.6 | 3.5 | 96.4 | 100.0 | 0.0 | 0.0 | 46.5 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 100.0% |
| TOTAL DEDICATED STATE TAXES $ IN MILLIONS | $2.2 | $6.2 | $1.4 | $3.2 | $9.2 | $6.3 | $0.0 | $28.5 |
| LOCAL GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43.4 | 0.0 | 9.5 |
| SALES TAXES | 47.0 | 30.7 | 90.2 | 0.0 | 0.0 | 20.4 | 99.4 | 71.2 |
| PROPERTY TAXES | 8.7 | 69.3 | 9.8 | 0.0 | 0.0 | 15.2 | 0.0 | 4.4 |
| PAYROLL TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY TAXES | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 0.0 | 0.0 | 0.0 | 11.1 | 100.0 | 0.0 | 0.0 | 7.3 |
| OTHER TAXES | 43.0 | 0.0 | 0.0 | 88.9 | 0.0 | 21.0 | 0.6 | 7.6 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED LOCAL TAXES $ IN MILLIONS | $8.1 | $2.6 | $13.3 | $6.3 | $25.1 | $78.0 | $221.6 | $354.9 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 28 | 9 | 6 | 5 | 2 | 2 | 1 | 53 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |

### TABLE 2.03.2 as of 06/02/86

### STATE AND LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT OPERATIONS: DETAILS BY TRANSIT SYSTEM SIZE

### ALL REPORTERS

**Fiscal year ending between 01/01/84 and 12/31/84**

| DEDICATED STATE & LOCAL TAXES | PERCENT OF DEDICATED TAX REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| STATE GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 13.5 | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 2.0 |
| SALES TAXES | 32.5 | 41.9 | 57.6 | 57.5 | 56.2 | 8.6 | 0.0 | 29.9 |
| PROPERTY TAXES | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PAYROLL TAXES | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 34.3 | 6.6 | 6.2 | 23.4 | 33.0 | 1.1 | 0.0 | 13.6 |
| OTHER TAXES | 30.1 | 37.9 | 36.2 | 19.1 | 10.8 | 82.8 | 100.0 | 54.5 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED STATE TAXES $ IN MILLIONS | $4.8 | $12.6 | $32.8 | $16.8 | $137.9 | $84.5 | $113.2 | $402.5 |
| LOCAL GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 0.0 | 4.8 | 0.0 | 10.7 | 14.9 | 0.0 | 5.3 |
| SALES TAXES | 53.3 | 61.6 | 79.4 | 55.0 | 66.5 | 43.1 | 47.9 | 52.0 |
| PROPERTY TAXES | 21.6 | 18.8 | 15.6 | 15.0 | 6.1 | 24.1 | 0.0 | 9.0 |
| PAYROLL TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY TAXES | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 0.4 | 0.7 | 0.0 | 1.1 | 16.8 | 0.0 | 1.5 | 3.3 |
| OTHER TAXES | 23.9 | 18.9 | 0.2 | 28.9 | 0.0 | 17.9 | 50.6 | 30.4 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED LOCAL TAXES $ IN MILLIONS | $14.7 | $25.4 | $45.8 | $65.3 | $149.5 | $228.0 | $460.1 | $988.8 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 62 | 35 | 30 | 18 | 14 | 8 | 5 | 172 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

TABLE 2.04.1 as of 06/02/86

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM SIZE

### SINGLE MODE MOTOR BUS REPORTERS

**Fiscal year ending between 01/01/84 and 12/31/84**

| SOURCES OF PUBLIC CAPITAL ASSISTANCE | PERCENT OF PUBLIC ASSISTANCE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| FEDERAL GOVERNMENT | | | | | | | | |
| SECTION 3 | 26.1 | 40.9 | 52.5 | 44.1 | 31.3 | 54.9 | 64.2 | 51.8 |
| SECTION 5, 9a, AND/OR 9 | 41.3 | 35.1 | 5.0 | 26.2 | 23.9 | 13.5 | 11.2 | 18.2 |
| OTHER UMTA | 2.2 | 0.0 | 2.0 | 4.4 | 0.5 | 0.1 | 0.0 | 0.9 |
| OTHER DOT | 0.6 | 1.1 | 12.8 | 0.0 | 0.0 | 0.0 | 4.4 | 2.7 |
| OTHER FEDERAL | 0.3 | 0.0 | 0.5 | 0.0 | 0.6 | 7.5 | 0.0 | 1.0 |
| **TOTAL FEDERAL** | **70.5** | **77.1** | **72.7** | **74.7** | **56.2** | **76.1** | **79.8** | **74.6** |
| STATE GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 7.8 | 6.2 | 3.0 | 12.1 | 1.6 | 0.1 | 0.0 | 2.8 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 0.7 | 10.1 | 7.8 | 0.0 | 22.9 | 0.8 | 7.4 | 7.4 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.0 | 0.1 | 4.0 | 0.0 | 8.6 | 0.0 | 1.6 |
| OTHER | 0.9 | 0.0 | 0.0 | 2.5 | 0.0 | 4.7 | 0.0 | 1.0 |
| **TOTAL STATE** | **9.5** | **16.3** | **10.9** | **18.6** | **24.5** | **14.2** | **7.4** | **12.7** |
| LOCAL GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 19.1 | 6.3 | 0.6 | 6.5 | 0.4 | 2.7 | 0.0 | 2.9 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 0.8 | 0.3 | 15.9 | 0.2 | 18.9 | 11.1 | 12.8 | 10.3 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OTHER | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | -4.1 | 0.0 | -0.5 |
| **TOTAL LOCAL** | **20.0** | **6.6** | **16.4** | **6.8** | **19.3** | **9.7** | **12.8** | **12.7** |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL PUBLIC ASSISTANCE $ IN MILLIONS | $24.6 | $24.7 | $18.9 | $46.1 | $46.6 | $46.3 | $167.2 | $374.4 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |

TABLE 2.04.2 as of 06/02/86

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM SIZE

**ALL REPORTERS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| SOURCES OF PUBLIC CAPITAL ASSISTANCE | PERCENT OF PUBLIC ASSISTANCE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| FEDERAL GOVERNMENT | | | | | | | | |
| SECTION 3 | 12.2 | 35.6 | 40.2 | 42.8 | 49.7 | 42.5 | 29.9 | 35.4 |
| SECTION 5, 9a, AND/OR 9 | 20.1 | 41.7 | 24.7 | 30.2 | 18.5 | 8.5 | 5.6 | 9.7 |
| OTHER UMTA | 0.8 | 0.1 | 0.4 | 3.7 | 1.4 | 5.5 | 22.1 | 13.7 |
| OTHER DOT | 1.2 | 0.4 | 3.9 | 0.0 | 0.1 | 0.0 | 3.3 | 1.9 |
| OTHER FEDERAL | 0.1 | 0.1 | 0.2 | 0.0 | 0.1 | 2.1 | 0.0 | 0.6 |
| **TOTAL FEDERAL** | **34.4** | **77.8** | **69.4** | **76.8** | **69.9** | **58.6** | **60.9** | **61.3** |
| STATE GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 3.0 | 7.2 | 3.9 | 6.0 | 3.0 | 11.7 | 10.5 | 9.7 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 31.8 | 3.8 | 19.0 | 1.4 | 9.7 | 1.5 | 0.8 | 2.9 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.1 | 0.0 | 1.5 | 0.0 | 0.7 | 0.0 | 0.3 |
| OTHER | 22.6 | 0.3 | 0.0 | 1.4 | 3.1 | 1.1 | 3.5 | 3.0 |
| **TOTAL STATE** | **57.4** | **11.4** | **22.9** | **10.3** | **15.8** | **15.0** | **14.8** | **15.9** |
| LOCAL GOVERNMENT | | | | | | | | |
| GENERAL REVENUES | 7.0 | 6.1 | 1.6 | 5.2 | 7.5 | 0.5 | 4.3 | 3.5 |
| DEDICATED SOURCES | | | | | | | | |
| TAXES | 0.7 | 2.8 | 5.9 | 4.9 | 5.9 | 24.2 | 1.1 | 8.5 |
| BRIDGE, TUNNEL & HIGHWAY TOLLS | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 1.6 | 2.5 | 1.8 |
| OTHER | 0.4 | 1.8 | 0.3 | 2.9 | 0.1 | 0.0 | 16.4 | 8.9 |
| **TOTAL LOCAL** | **8.2** | **10.7** | **7.7** | **13.0** | **14.3** | **26.4** | **24.3** | **22.7** |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL PUBLIC ASSISTANCE $ IN MILLIONS | $90.0 | $72.2 | $98.8 | $126.3 | $282.2 | $1135.0 | $2066.5 | $3871.2 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

TABLE 2.05.1 as of 06/02/86

## STATE AND LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT CAPITAL: DETAILS BY TRANSIT SYSTEM SIZE

**SINGLE MODE MOTOR BUS REPORTERS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| DEDICATED STATE & LOCAL TAXES | PERCENT OF DEDICATED TAX REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| STATE GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SALES TAXES | 0.0 | 100.0 | 97.7 | 0.0 | 0.0 | 0.0 | 29.4 | 27.5 |
| PROPERTY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PAYROLL TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 70.6 | 31.8 |
| OTHER TAXES | 95.5 | 0.0 | 2.3 | 0.0 | 100.0 | 100.0 | 0.0 | 40.7 |
| TOTAL | 100.0% | 100.0% | 100.0% | 0.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED STATE TAXES $ IN MILLIONS | $0.2 | $2.5 | $1.5 | $0.0 | $10.7 | $0.3 | $12.4 | $27.6 |
| LOCAL GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SALES TAXES | 1.4 | 100.0 | 100.0 | 0.0 | 100.0 | 69.8 | 100.0 | 95.2 |
| PROPERTY TAXES | 39.1 | 0.0 | 0.0 | 100.0 | 0.0 | 30.2 | 0.0 | 4.5 |
| PAYROLL TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OTHER TAXES | 59.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED LOCAL TAXES $ IN MILLIONS | $0.2 | $0.1 | $3.0 | $0.1 | $8.8 | $5.2 | $21.3 | $38.7 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 16 | 7 | 4 | 1 | 1 | 2 | 1 | 32 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 99 | 20 | 16 | 20 | 3 | 4 | 1 | 163 |

TABLE 2.05.2 as of 06/02/86

## STATE AND LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT CAPITAL: DETAILS BY TRANSIT SYSTEM SIZE

**ALL REPORTERS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| DEDICATED STATE & LOCAL TAXES | PERCENT OF DEDICATED TAX REVENUE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| STATE GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SALES TAXES | 0.9 | 99.5 | 88.0 | 93.1 | 6.6 | 68.9 | 22.6 | 34.2 |
| PROPERTY TAXES | 64.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.3 |
| PAYROLL TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.8 |
| GASOLINE TAXES | 24.8 | 0.0 | 0.2 | 6.9 | 54.4 | 29.1 | 54.4 | 31.9 |
| OTHER TAXES | 10.3 | 0.5 | 11.8 | 0.0 | 39.0 | 2.0 | 17.6 | 16.9 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED STATE TAXES $ IN MILLIONS | $28.7 | $2.8 | $18.8 | $1.8 | $27.4 | $17.3 | $16.1 | $112.8 |
| LOCAL GOVERNMENT | | | | | | | | |
| INCOME TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.1 |
| SALES TAXES | 32.1 | 78.6 | 79.3 | 73.5 | 98.9 | 82.8 | 93.0 | 84.0 |
| PROPERTY TAXES | 25.2 | 21.4 | 8.5 | 6.0 | 0.0 | 16.8 | 0.0 | 14.5 |
| PAYROLL TAXES | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| UTILITY TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| COMMUTER TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GASOLINE TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OTHER TAXES | 42.7 | 0.0 | 4.4 | 20.4 | 0.0 | 0.4 | 7.0 | 1.4 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL DEDICATED LOCAL TAXES $ IN MILLIONS | $0.7 | $2.0 | $5.8 | $6.2 | $16.6 | $274.8 | $22.9 | $329.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 37 | 22 | 24 | 14 | 8 | 8 | 4 | 117 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

## TABLE 2.06 as of 06/02/86

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

**Fiscal year ending between 01/01/84 and 12/31/84**

| TRANSIT MODES AND FUNCTIONS | PERCENT OF OPERATING EXPENSES BY MODE AND FUNCTION | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| MOTOR BUS | | | | | | | | |
| VEHICLE OPERATIONS | 53.9 | 62.3 | 55.1 | 55.8 | 57.0 | 56.2 | 57.5 | 56.8 |
| VEHICLE MAINTENANCE | 17.9 | 19.9 | 18.6 | 19.8 | 22.9 | 21.7 | 23.9 | 22.0 |
| NON-VEHICLE MAINTENANCE | 1.5 | 1.9 | 1.6 | 2.2 | 2.9 | 4.2 | 3.3 | 3.1 |
| GENERAL ADMINISTRATION | 16.7 | 15.6 | 16.7 | 14.0 | 16.4 | 16.7 | 15.3 | 15.7 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 10.1 | 0.3 | 4.8 | 1.5 | 0.0 | 1.2 | 0.0 | 1.1 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 3.2 | 6.8 | 0.8 | 0.0 | 0.0 | 1.2 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $180.8 | $207.4 | $364.0 | $742.8 | $820.1 | $1226.1 | $2111.3 | $5652.5 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 186 | 63 | 53 | 40 | 17 | 13 | 6 | 378 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |
| RAIL RAPID | | | | | | | | |
| VEHICLE OPERATIONS | 0.0 | 27.1 | 23.8 | 0.0 | 29.3 | 37.5 | 29.2 | 29.8 |
| VEHICLE MAINTENANCE | 0.0 | 16.7 | 16.3 | 0.0 | 19.3 | 18.2 | 18.3 | 18.5 |
| NON-VEHICLE MAINTENANCE | 0.0 | 20.1 | 24.4 | 0.0 | 21.4 | 21.7 | 21.4 | 21.4 |
| GENERAL ADMINISTRATION | 0.0 | 36.0 | 35.4 | 0.0 | 30.0 | 22.6 | 31.1 | 30.3 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 0.0% | 100.0% | 100.0% | 0.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $0.0 | $34.7 | $40.6 | $0.0 | $564.9 | $203.7 | $1750.3 | $2594.2 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.06 as of 06/02/86 — continued

## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

**Fiscal year ending between 01/01/84 and 12/31/84**

| TRANSIT MODES AND FUNCTIONS | PERCENT OF OPERATING EXPENSES BY MODE AND FUNCTION | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| STREETCAR | | | | | | | | |
| VEHICLE OPERATIONS | 44.7 | 39.6 | 41.4 | 44.0 | 0.0 | 0.0 | 0.0 | 42.2 |
| VEHICLE MAINTENANCE | 20.9 | 28.2 | 27.3 | 25.6 | 0.0 | 0.0 | 0.0 | 26.4 |
| NON-VEHICLE MAINTENANCE | 11.4 | 18.3 | 15.2 | 13.5 | 0.0 | 0.0 | 0.0 | 14.9 |
| GENERAL ADMINISTRATION | 23.0 | 13.9 | 16.1 | 16.8 | 0.0 | 0.0 | 0.0 | 16.6 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $11.5 | $21.5 | $56.2 | $38.1 | $0.0 | $0.0 | $0.0 | $127.3 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| TROLLEY BUS | | | | | | | | |
| VEHICLE OPERATIONS | 0.0 | 50.7 | 54.0 | 0.0 | 60.9 | 0.0 | 0.0 | 58.0 |
| VEHICLE MAINTENANCE | 0.0 | 29.6 | 17.0 | 0.0 | 18.8 | 0.0 | 0.0 | 18.7 |
| NON-VEHICLE MAINTENANCE | 0.0 | 7.4 | 12.4 | 0.0 | 5.0 | 0.0 | 0.0 | 7.8 |
| GENERAL ADMINISTRATION | 0.0 | 12.4 | 16.6 | 0.0 | 15.2 | 0.0 | 0.0 | 15.6 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 0.0% | 100.0% | 100.0% | 0.0% | 100.0% | 0.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $0.0 | $3.8 | $29.8 | $0.0 | $49.6 | $0.0 | $0.0 | $83.2 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |

*Includes expenses for contracts with public agencies and/or private carriers.

| TRANSIT MODES AND FUNCTIONS | PERCENT OF OPERATING EXPENSES BY MODE AND FUNCTION | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| FERRY BOAT | | | | | | | | |
| VEHICLE OPERATIONS | 61.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.7 |
| VEHICLE MAINTENANCE | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 |
| NON-VEHICLE MAINTENANCE | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.8 |
| GENERAL ADMINISTRATION | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $121.1 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $121.1 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| COMMUTER RAIL | | | | | | | | |
| VEHICLE OPERATIONS | 52.8 | 25.4 | 0.0 | 49.8 | 41.5 | 40.3 | 0.0 | 40.6 |
| VEHICLE MAINTENANCE | 0.0 | 0.0 | 0.0 | 24.2 | 16.9 | 18.5 | 0.0 | 17.5 |
| NON-VEHICLE MAINTENANCE | 0.3 | 0.0 | 0.0 | 16.3 | 19.1 | 25.0 | 0.0 | 19.5 |
| GENERAL ADMINISTRATION | -47.8 | 4.1 | 0.0 | 9.6 | 11.3 | 16.2 | 0.0 | 11.7 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 94.7 | 70.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.4 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 100.0 | 0.0 | 10.9 | 0.0 | 0.0 | 9.2 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $3.6 | $5.0 | $21.2 | $78.0 | $285.5 | $173.2 | $0.0 | $566.4 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 3 | 1 | 1 | 2 | 3 | 1 | 0 | 11 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 5 | 3 | 1 | 2 | 4 | 2 | 1 | 18 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.06 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

**Fiscal year ending between 01/01/84 and 12/31/84**

| TRANSIT MODES AND FUNCTIONS | PERCENT OF OPERATING EXPENSES BY MODE AND FUNCTION | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| INCLINED PLANE/ INCLINED RAILWAY | | | | | | | | |
| VEHICLE OPERATIONS | 48.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.0 |
| VEHICLE MAINTENANCE | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |
| NON-VEHICLE MAINTENANCE | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.8 |
| GENERAL ADMINISTRATION | 35.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.6 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $1.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $1.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| AERIAL TRAMWAY | | | | | | | | |
| VEHICLE OPERATIONS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| VEHICLE MAINTENANCE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| NON-VEHICLE MAINTENANCE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GENERAL ADMINISTRATION | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| TOTAL EXPENSES $ IN MILLIONS | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

*Includes expenses for contracts with public agencies and/or private carriers.

| TRANSIT MODES AND FUNCTIONS | PERCENT OF OPERATING EXPENSES BY MODE AND FUNCTION | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| VANPOOL | | | | | | | | |
| VEHICLE OPERATIONS | 21.9 | 0.0 | 20.1 | 22.1 | 0.0 | 0.0 | 0.0 | 21.8 |
| VEHICLE MAINTENANCE | 12.6 | 0.0 | 19.1 | 17.7 | 0.0 | 0.0 | 0.0 | 17.0 |
| NON-VEHICLE MAINTENANCE | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.3 |
| GENERAL ADMINISTRATION | 63.4 | 0.0 | 60.8 | 53.8 | 0.0 | 0.0 | 0.0 | 56.5 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 2.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | 100.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $0.8 | $0.0 | $0.7 | $3.1 | $0.0 | $0.0 | $0.0 | $4.6 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |
| DEMAND RESPONSE | | | | | | | | |
| VEHICLE OPERATIONS | 45.2 | 32.7 | 35.6 | 36.6 | 0.0 | 0.0 | 0.0 | 37.5 |
| VEHICLE MAINTENANCE | 9.5 | 8.0 | 9.3 | 9.0 | 0.0 | 0.0 | 0.0 | 8.7 |
| NON-VEHICLE MAINTENANCE | 0.9 | 1.9 | 1.6 | 0.8 | 0.0 | 0.0 | 0.0 | 1.2 |
| GENERAL ADMINISTRATION | 7.8 | 5.7 | -1.7 | -2.0 | 17.1 | 0.0 | 0.0 | 4.1 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 36.5 | 51.7 | 55.2 | 50.9 | 82.9 | 0.0 | 0.0 | 47.9 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.7 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $50.8 | $19.2 | $31.7 | $18.9 | $6.1 | $0.0 | $0.0 | $126.7 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 198 | 16 | 16 | 5 | 2 | 0 | 0 | 237 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 199 | 16 | 16 | 5 | 2 | 0 | 0 | 238 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.06 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM SIZE

**Fiscal year ending between 01/01/84 and 12/31/84**

| TRANSIT MODES AND FUNCTIONS | PERCENT OF OPERATING EXPENSES BY MODE AND FUNCTION | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| TOTAL ALL MODES | | | | | | | | |
| VEHICLE OPERATIONS | 57.4 | 59.8 | 53.1 | 58.6 | 47.0 | 54.4 | 42.9 | 47.6 |
| VEHICLE MAINTENANCE | 16.6 | 18.0 | 17.8 | 21.1 | 19.2 | 21.4 | 20.7 | 20.4 |
| NON-VEHICLE MAINTENANCE | 6.1 | 1.9 | 2.4 | 3.7 | 7.2 | 5.0 | 13.0 | 9.5 |
| GENERAL ADMINISTRATION | 11.9 | 14.7 | 14.7 | 13.5 | 14.8 | 17.3 | 22.1 | 19.0 |
| PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 7.9 | 5.6 | 4.4 | 2.8 | 2.4 | 1.9 | 0.4 | 1.6 |
| PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 7.7 | 0.3 | 9.4 | 0.0 | 0.9 | 2.0 |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| TOTAL EXPENSES $ IN MILLIONS | $276.8 | $195.8 | $404.8 | $789.3 | $1092.4 | $1366.5 | $5220.7 | $9346.3 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 194 | 78 | 62 | 51 | 22 | 14 | 9 | 430 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## MOTOR BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (EXCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 29.1 | 34.0 | 30.2 | 30.5 | 30.7 | 30.9 | 30.5 | 30.7 |
| 501.02 | OTHER SALARIES AND WAGES | 14.1 | 15.8 | 16.0 | 16.7 | 20.2 | 20.0 | 22.2 | 19.8 |
| 502.00 | FRINGE BENEFITS | 13.9 | 19.9 | 18.4 | 20.2 | 23.1 | 25.0 | 28.8 | 24.5 |
| 503.00 | SERVICES | 7.0 | 5.5 | 4.6 | 3.4 | 4.6 | 3.7 | 1.7 | 3.3 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 10.2 | 10.2 | 8.9 | 8.1 | 8.1 | 7.5 | 5.9 | 7.3 |
| 504.02 | TIRES & TUBES | 1.3 | 1.3 | 1.2 | 1.1 | 1.1 | 1.0 | 0.8 | 1.0 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 6.6 | 6.9 | 7.0 | 6.9 | 6.8 | 7.0 | 6.2 | 6.6 |
| 505.00 | UTILITIES | 1.5 | 1.5 | 1.2 | 1.0 | 1.1 | 2.0 | 0.6 | 1.1 |
| 506.00 | CASUALTY & LIABILITY COSTS | 3.1 | 2.5 | 2.0 | 2.2 | 1.9 | 1.7 | 3.5 | 2.5 |
| 507.00 | TAXES | 0.3 | 0.5 | 0.2 | 0.6 | 0.6 | 0.4 | 0.2 | 0.3 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 10.6 | 0.3 | 5.1 | 1.6 | 0.0 | 1.3 | 0.0 | 1.2 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 3.4 | 7.0 | 0.9 | 0.0 | 0.0 | 1.3 |
| 509.00 | MISCELLANEOUS EXPENSE | 2.0 | 1.6 | 2.0 | 1.0 | 1.1 | 0.5 | 0.5 | 0.8 |
| 510.00 | EXPENSE TRANSFERS | 0.3 | 0.0 | -0.1 | -0.1 | -0.2 | -0.9 | -0.7 | -0.5 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $172.0 | $193.5 | $341.5 | $713.6 | $776.6 | $1151.3 | $1986.6 | $5335.1 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 186 | 63 | 53 | 40 | 17 | 13 | 6 | 378 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

TABLE 2.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## RAIL RAPID

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (EXCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 0.0 | 10.3 | 6.8 | 0.0 | 7.3 | 13.2 | 9.4 | 9.2 |
| 501.02 | OTHER SALARIES AND WAGES | 0.0 | 38.9 | 36.6 | 0.0 | 42.2 | 38.4 | 41.4 | 41.3 |
| 502.00 | FRINGE BENEFITS | 0.0 | 22.1 | 19.3 | 0.0 | 26.4 | 24.2 | 32.9 | 30.4 |
| 503.00 | SERVICES | 0.0 | 7.1 | 6.2 | 0.0 | 4.5 | 1.3 | 1.1 | 2.1 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | 0.0 | 0.1 | 0.1 |
| 504.02 | TIRES & TUBES | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.0 | 5.6 | 6.9 | 0.0 | 5.8 | 8.6 | 6.2 | 6.3 |
| 505.00 | UTILITIES | 0.0 | 11.8 | 19.2 | 0.0 | 11.7 | 13.4 | 8.4 | 9.7 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | 2.2 | 4.1 | 0.0 | 2.1 | -0.0 | 0.0 | 0.6 |
| 507.00 | TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 1.6 | 0.6 | 0.0 | 2.1 | 0.1 | 0.5 | 0.8 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | -0.3 | -0.2 | 0.0 | -2.4 | 0.8 | 0.0 | -0.5 |
| | TOTAL | 0.0% | 100.0% | 100.0% | 0.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $0.0 | $33.2 | $38.2 | $0.0 | $525.7 | $171.7 | $1527.4 | $2296.2 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

## TABLE 2.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## STREETCAR

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (EXCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 19.8 | 16.6 | 20.7 | 33.0 | 0.0 | 0.0 | 0.0 | 23.1 |
| 501.02 | OTHER SALARIES AND WAGES | 29.9 | 40.8 | 33.9 | 30.5 | 0.0 | 0.0 | 0.0 | 33.9 |
| 502.00 | FRINGE BENEFITS | 15.5 | 24.8 | 23.3 | 28.8 | 0.0 | 0.0 | 0.0 | 24.2 |
| 503.00 | SERVICES | 9.2 | 2.7 | 1.2 | 0.9 | 0.0 | 0.0 | 0.0 | 2.2 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 0.1 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 504.02 | TIRES & TUBES | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 6.6 | 6.8 | 7.6 | 12.8 | 0.0 | 0.0 | 0.0 | 8.7 |
| 505.00 | UTILITIES | 13.9 | 11.6 | 6.1 | 1.3 | 0.0 | 0.0 | 0.0 | 6.6 |
| 506.00 | CASUALTY & LIABILITY COSTS | 3.9 | 1.1 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| 507.00 | TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 1.1 | 0.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | -5.8 | -1.1 | -7.3 | 0.0 | 0.0 | 0.0 | -3.4 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $10.2 | $18.5 | $50.5 | $27.2 | $0.0 | $0.0 | $0.0 | $106.4 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

TABLE 2.07 as of 06/02/86

**TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET**

**TROLLEY BUS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (EXCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 0.0 | 20.4 | 47.3 | 0.0 | 53.2 | 0.0 | 0.0 | 48.9 |
| 501.02 | OTHER SALARIES AND WAGES | 0.0 | 31.1 | 16.4 | 0.0 | 15.9 | 0.0 | 0.0 | 17.1 |
| 502.00 | FRINGE BENEFITS | 0.0 | 31.2 | 24.1 | 0.0 | 24.1 | 0.0 | 0.0 | 24.5 |
| 503.00 | SERVICES | 0.0 | 2.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 504.02 | TIRES & TUBES | 0.0 | 0.6 | 1.2 | 0.0 | 0.6 | 0.0 | 0.0 | 0.8 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.0 | 8.6 | 6.8 | 0.0 | 4.0 | 0.0 | 0.0 | 5.4 |
| 505.00 | UTILITIES | 0.0 | 8.5 | 3.1 | 0.0 | 2.0 | 0.0 | 0.0 | 2.8 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | 0.8 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 507.00 | TAXES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | -0.1 | 0.5 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | -3.4 | -0.4 | 0.0 | 0.0 | 0.0 | 0.0 | -0.4 |
| | TOTAL | 0.0% | 100.0% | 100.0% | 0.0% | 100.0% | 0.0% | 0.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $0.0 | $3.8 | $22.1 | $0.0 | $33.2 | $0.0 | $0.0 | $59.1 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

TABLE 2.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## VANPOOL

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (EXCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 501.02 | OTHER SALARIES AND WAGES | 36.6 | 0.0 | 26.2 | 32.7 | 0.0 | 0.0 | 0.0 | 32.3 |
| 502.00 | FRINGE BENEFITS | 15.9 | 0.0 | 11.8 | 10.1 | 0.0 | 0.0 | 0.0 | 11.5 |
| 503.00 | SERVICES | 13.4 | 0.0 | 11.9 | 16.7 | 0.0 | 0.0 | 0.0 | 15.2 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 16.7 | 0.0 | 1.5 | 19.9 | 0.0 | 0.0 | 0.0 | 16.0 |
| 504.02 | TIRES & TUBES | 0.6 | 0.0 | 1.7 | 1.3 | 0.0 | 0.0 | 0.0 | 1.2 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 3.3 | 0.0 | 5.3 | 2.7 | 0.0 | 0.0 | 0.0 | 3.3 |
| 505.00 | UTILITIES | 2.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 1.3 |
| 506.00 | CASUALTY & LIABILITY COSTS | 3.2 | 0.0 | 3.1 | 0.8 | 0.0 | 0.0 | 0.0 | 1.7 |
| 507.00 | TAXES | 0.8 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 1.0 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 2.1 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 | 5.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 2.0 | 0.0 | 16.0 | 4.0 | 0.0 | 0.0 | 0.0 | 5.8 |
| 510.00 | EXPENSE TRANSFERS | 3.5 | 0.0 | 22.6 | 1.7 | 0.0 | 0.0 | 0.0 | 5.8 |
| | TOTAL | 100.0% | 0.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $0.8 | $0.0 | $0.7 | $2.5 | $0.0 | $0.0 | $0.0 | $4.0 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

TABLE 2.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## DEMAND RESPONSE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (EXCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 20.7 | 14.8 | 12.1 | 9.1 | 0.0 | 0.0 | 0.0 | 14.8 |
| 501.02 | OTHER SALARIES AND WAGES | 10.4 | 9.8 | 12.6 | 9.0 | 1.2 | 0.0 | 0.0 | 10.3 |
| 502.00 | FRINGE BENEFITS | 9.3 | 9.0 | 8.8 | 9.8 | 0.8 | 0.0 | 0.0 | 8.8 |
| 503.00 | SERVICES | 6.8 | 3.1 | 1.6 | 1.4 | 1.6 | 0.0 | 0.0 | 3.8 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 5.8 | 3.4 | 3.3 | 2.7 | 0.0 | 0.0 | 0.0 | 4.0 |
| 504.02 | TIRES & TUBES | 0.5 | 0.6 | 0.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.6 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 3.4 | 2.2 | 2.7 | 2.8 | 0.1 | 0.0 | 0.0 | 2.8 |
| 505.00 | UTILITIES | 0.6 | 0.2 | 0.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.7 |
| 506.00 | CASUALTY & LIABILITY COSTS | 1.2 | 0.8 | 1.3 | 1.7 | 0.0 | 0.0 | 0.0 | 1.2 |
| 507.00 | TAXES | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 40.2 | 52.8 | 52.0 | 55.3 | 95.4 | 0.0 | 0.0 | 50.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 0.7 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.9 | 3.0 | 0.4 | 1.2 | 0.1 | 0.0 | 0.0 | 1.1 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | 0.2 | 3.5 | 0.0 | 0.8 | 0.0 | 0.0 | 1.1 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $46.2 | $18.8 | $33.6 | $17.4 | $5.3 | $0.0 | $0.0 | $121.3 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 198 | 16 | 16 | 5 | 2 | 0 | 0 | 237 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 199 | 16 | 16 | 5 | 2 | 0 | 0 | 238 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

TABLE 2.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### JOINT EXPENSES**

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 2.1 | 1.1 | 3.5 | 0.5 | 0.1 | -0.2 | 0.3 | 0.4 |
| 501.02 | OTHER SALARIES AND WAGES | 33.2 | 29.1 | 32.0 | 34.9 | 28.5 | 38.7 | 40.1 | 38.6 |
| 502.00 | FRINGE BENEFITS | 14.6 | 15.7 | 18.4 | 23.1 | 13.4 | 21.7 | 21.8 | 21.1 |
| 503.00 | SERVICES | 12.5 | 20.9 | 10.5 | 13.8 | 15.8 | 22.6 | 11.6 | 13.2 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 2.5 | 1.3 | 3.7 | 0.3 | 9.9 | 0.8 | 2.1 | 2.4 |
| 504.02 | TIRES & TUBES | 0.5 | 0.9 | 6.8 | 1.1 | 0.8 | 0.2 | 0.0 | 0.4 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 7.3 | 6.3 | 7.1 | 8.5 | 9.2 | 1.5 | 6.7 | 6.4 |
| 505.00 | UTILITIES | 4.8 | 6.6 | 3.6 | 8.2 | 7.4 | 3.4 | 7.5 | 6.9 |
| 506.00 | CASUALTY & LIABILITY COSTS | 6.1 | 7.7 | 6.6 | 6.5 | 6.3 | 15.0 | 10.7 | 10.6 |
| 507.00 | TAXES | 0.2 | 1.1 | 0.7 | 0.2 | 1.1 | 0.0 | 0.1 | 0.1 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 9.3 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 2.0 | 1.6 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 4.8 | 10.2 | 6.7 | 3.5 | 14.1 | 3.5 | 3.8 | 4.5 |
| 510.00 | EXPENSE TRANSFERS | 2.1 | -1.1 | -0.1 | -0.6 | -6.6 | -7.2 | -6.8 | -6.2 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $6.9 | $5.9 | $21.7 | $29.5 | $40.1 | $79.1 | $512.3 | $695.4 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 31 | 16 | 22 | 15 | 10 | 4 | 6 | 104 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint expenses are those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

### TABLE 2.07 as of 06/02/86

### TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### TOTAL ALL MODES

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS (INCLUDES JOINT EXPENSES) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| 501 | LABOR | | | | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 28.6 | 30.1 | 27.3 | 29.8 | 19.1 | 28.2 | 18.2 | 21.7 |
| 501.02 | OTHER SALARIES AND WAGES | 15.9 | 15.7 | 16.4 | 19.7 | 23.5 | 21.9 | 31.2 | 26.6 |
| 502.00 | FRINGE BENEFITS | 15.6 | 17.9 | 17.4 | 20.2 | 20.8 | 23.7 | 27.9 | 24.8 |
| 503.00 | SERVICES | 6.1 | 6.4 | 4.8 | 3.8 | 4.6 | 5.1 | 3.4 | 4.1 |
| 504 | MATERIALS AND SUPPLIES | | | | | | | | |
| 504.01 | FUEL & LUBRICANTS | 11.0 | 9.6 | 7.7 | 7.9 | 6.0 | 6.3 | 3.1 | 4.9 |
| 504.02 | TIRES & TUBES | 0.7 | 1.3 | 1.4 | 0.9 | 0.7 | 0.9 | 0.4 | 0.6 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 7.5 | 6.4 | 6.6 | 7.4 | 5.3 | 6.5 | 6.4 | 6.4 |
| 505.00 | UTILITIES | 1.3 | 2.2 | 1.9 | 1.8 | 3.0 | 2.5 | 5.4 | 4.1 |
| 506.00 | CASUALTY & LIABILITY COSTS | 2.2 | 2.5 | 2.3 | 2.5 | 2.1 | 2.5 | 2.8 | 2.6 |
| 507.00 | TAXES | 0.2 | 0.5 | 0.1 | 0.6 | 0.4 | 0.3 | 0.1 | 0.2 |
| 508 | PURCHASED TRANSPORTATION | | | | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 7.9 | 5.6 | 4.4 | 2.8 | 2.4 | 1.9 | 0.4 | 1.6 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 7.7 | 0.3 | 9.4 | 0.0 | 0.9 | 2.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 1.1 | 1.8 | 2.1 | 1.7 | 3.3 | 0.9 | 0.7 | 1.2 |
| 510.00 | EXPENSE TRANSFERS | 1.8 | 0.0 | -0.1 | 0.6 | -0.8 | -0.7 | -1.1 | -0.7 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS ** | $276.8 | $195.8 | $404.7 | $789.3 | $1092.4 | $1368.6 | $5220.7 | $9348.4 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | | | | $791.0 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | | | | $10139.4 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 194 | 78 | 62 | 51 | 22 | 14 | 9 | 430 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Does not include joint expenses, those operating expenses of multi-mode agencies which cannot be allocated by object class. For further explanation, refer to Chapter 2 introduction.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

## SINGLE MODE MOTOR BUS TRANSIT

## SYSTEMS WITH 1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 51.4 | 0.0 | 0.0 | 0.0 | 27.4 |
| 501.02 | OTHER SALARIES AND WAGES | 7.5 | 53.3 | 31.4 | 36.6 | 25.4 |
| 502.00 | FRINGE BENEFITS | 27.9 | 25.2 | 14.8 | 17.3 | 25.0 |
| 503.00 | SERVICES | 0.0 | 2.1 | 1.9 | 10.8 | 2.6 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 12.2 | 0.7 | 0.0 | 0.0 | 6.7 |
| 504.02 | TIRES & TUBES | 1.9 | 0.0 | 0.0 | 0.0 | 1.0 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.6 | 22.1 | 50.2 | 2.8 | 7.4 |
| 505.00 | UTILITIES | 0.0 | 0.0 | 0.0 | 4.1 | 0.8 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | 0.0 | 1.7 | 32.8 | 6.1 |
| 507.00 | TAXES | 0.8 | 0.1 | 0.0 | 0.0 | 0.5 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 0.0 | 0.0 | 1.7 | 0.3 |
| 510.00 | EXPENSE TRANSFERS | -2.3 | -3.4 | 0.0 | -6.0 | -3.2 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $221.2 | $109.6 | $6.4 | $77.0 | $414.1 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $49.5 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $463.7 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 1 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 1 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

## SINGLE MODE MOTOR BUS TRANSIT

## SYSTEMS WITH 500-999 VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 49.6 | 0.1 | 0.1 | 0.9 | 29.3 |
| 501.02 | OTHER SALARIES AND WAGES | 5.2 | 41.3 | 42.2 | 26.4 | 17.7 |
| 502.00 | FRINGE BENEFITS | 32.3 | 25.3 | 26.3 | 16.5 | 28.0 |
| 503.00 | SERVICES | 0.0 | 11.4 | 8.4 | 22.5 | 6.4 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 11.0 | 0.7 | 0.0 | 0.0 | 6.6 |
| 504.02 | TIRES & TUBES | 0.9 | 0.1 | 0.0 | 0.0 | 0.5 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.7 | 18.0 | 22.1 | 3.4 | 5.6 |
| 505.00 | UTILITIES | 0.0 | 3.4 | 0.2 | 13.3 | 2.9 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | -0.2 | 0.7 | 11.0 | 1.8 |
| 507.00 | TAXES | 0.2 | 0.0 | 0.0 | 1.5 | 0.4 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 0.0 | 0.0 | 4.8 | 0.8 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | -0.0 | -0.0 | -0.3 | -0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $205.2 | $73.9 | $13.4 | $56.5 | $349.0 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $27.9 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $376.9 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 4 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 4 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

## SINGLE MODE MOTOR BUS TRANSIT

## SYSTEMS WITH 250-499 VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 49.6 | 0.2 | 1.0 | 0.0 | 26.7 |
| 501.02 | OTHER SALARIES AND WAGES | 6.6 | 49.9 | 25.8 | 23.3 | 21.1 |
| 502.00 | FRINGE BENEFITS | 29.0 | 26.2 | 12.0 | 13.1 | 24.9 |
| 503.00 | SERVICES | 0.0 | 3.2 | 49.3 | 30.0 | 7.8 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 12.7 | 0.4 | 0.0 | 0.0 | 6.9 |
| 504.02 | TIRES & TUBES | 1.8 | 0.0 | 0.0 | 0.0 | 1.0 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.1 | 20.1 | 11.2 | 3.0 | 6.0 |
| 505.00 | UTILITIES | 0.0 | 0.0 | 0.0 | 6.1 | 1.1 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | -0.0 | 0.8 | 9.3 | 1.7 |
| 507.00 | TAXES | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 12.6 | 2.3 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 0.0 | 0.0 | 2.6 | 0.5 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $88.9 | $41.6 | $4.9 | $30.3 | $165.7 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $13.3 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $179.0 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 3 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 3 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

## SINGLE MODE MOTOR BUS TRANSIT

## SYSTEMS WITH 100-249 VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 52.8 | 0.1 | 0.0 | 0.0 | 31.1 |
| 501.02 | OTHER SALARIES AND WAGES | 6.0 | 45.9 | 38.9 | 23.9 | 18.6 |
| 502.00 | FRINGE BENEFITS | 24.6 | 19.3 | 16.9 | 9.6 | 20.7 |
| 503.00 | SERVICES | 0.4 | 3.5 | 20.1 | 10.2 | 3.1 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 13.9 | 0.4 | 0.0 | 0.0 | 8.2 |
| 504.02 | TIRES & TUBES | 1.5 | 0.0 | 0.0 | 0.0 | 0.9 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.2 | 30.7 | 21.1 | 4.8 | 8.2 |
| 505.00 | UTILITIES | 0.0 | 0.4 | 0.4 | 5.6 | 1.1 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | -0.4 | 2.6 | 16.8 | 2.8 |
| 507.00 | TAXES | 0.6 | 0.0 | 0.0 | 4.3 | 1.1 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 16.6 | 2.8 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 0.0 | 0.0 | 8.2 | 1.4 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | 0.0 | 0.0 | -0.0 | -0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $195.1 | $74.4 | $6.1 | $56.6 | $332.1 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $21.2 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $353.3 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 20 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 20 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

## SINGLE MODE MOTOR BUS TRANSIT

## SYSTEMS WITH 50-99 VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 52.6 | 0.2 | 0.0 | 0.2 | 28.9 |
| 501.02 | OTHER SALARIES AND WAGES | 6.0 | 43.1 | 47.9 | 16.2 | 16.2 |
| 502.00 | FRINGE BENEFITS | 22.2 | 15.1 | 17.4 | 8.8 | 17.5 |
| 503.00 | SERVICES | 1.4 | 12.9 | 15.0 | 7.3 | 5.3 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 12.2 | 0.3 | 0.3 | 0.1 | 6.7 |
| 504.02 | TIRES & TUBES | 1.2 | 0.2 | 0.0 | 0.0 | 0.7 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 3.6 | 25.9 | 18.5 | 1.6 | 7.6 |
| 505.00 | UTILITIES | 0.0 | 0.8 | 0.2 | 3.1 | 0.9 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.1 | 0.8 | 0.7 | 8.2 | 2.2 |
| 507.00 | TAXES | 0.2 | 0.2 | 0.0 | -2.2 | -0.4 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 15.3 | 3.8 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 32.2 | 7.9 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.5 | 0.4 | 0.0 | 9.2 | 2.6 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $68.6 | $24.1 | $1.7 | $30.8 | $125.2 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $21.1 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $146.3 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 16 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 16 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

### OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

### SINGLE MODE MOTOR BUS TRANSIT

### SYSTEMS WITH 25-49 VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 51.7 | 0.0 | 0.0 | 0.6 | 31.7 |
| 501.02 | OTHER SALARIES AND WAGES | 5.7 | 44.2 | 27.4 | 30.1 | 18.0 |
| 502.00 | FRINGE BENEFITS | 22.4 | 17.7 | 9.2 | 12.5 | 19.6 |
| 503.00 | SERVICES | 1.1 | 6.3 | 16.3 | 18.2 | 5.3 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 15.4 | 0.9 | 0.0 | 0.0 | 9.6 |
| 504.02 | TIRES & TUBES | 2.0 | 0.1 | 0.0 | 0.1 | 1.2 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.9 | 26.4 | 38.7 | 4.7 | 7.7 |
| 505.00 | UTILITIES | 0.0 | 1.4 | 5.1 | 8.8 | 1.8 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.2 | 3.0 | 3.2 | 12.5 | 2.8 |
| 507.00 | TAXES | 0.5 | 0.1 | 0.0 | 2.5 | 0.7 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 0.1 | 0.0 | 9.6 | 1.6 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $40.9 | $13.7 | $1.7 | $10.6 | $66.9 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $9.1 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $76.0 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 20 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 20 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

## SINGLE MODE MOTOR BUS TRANSIT

## SYSTEMS WITH UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 51.6 | 0.8 | 0.0 | 0.0 | 28.1 |
| 501.02 | OTHER SALARIES AND WAGES | 4.3 | 40.6 | 27.9 | 20.2 | 15.4 |
| 502.00 | FRINGE BENEFITS | 18.4 | 13.9 | 9.9 | 7.3 | 14.6 |
| 503.00 | SERVICES | 1.7 | 10.0 | 26.9 | 13.7 | 6.7 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 17.7 | 1.1 | 0.2 | 0.0 | 9.8 |
| 504.02 | TIRES & TUBES | 2.3 | 0.3 | 0.1 | 0.0 | 1.3 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 2.6 | 27.3 | 27.0 | 2.3 | 7.4 |
| 505.00 | UTILITIES | 0.0 | 0.8 | 4.6 | 5.7 | 1.7 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.4 | 4.8 | 2.6 | 5.2 | 2.5 |
| 507.00 | TAXES | 0.5 | 0.1 | 0.0 | 0.5 | 0.4 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.5 | 0.2 | 0.0 | 37.6 | 10.1 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.0 | 0.0 | 0.7 | 6.2 | 1.6 |
| 510.00 | EXPENSE TRANSFERS | 0.0 | -0.0 | 0.0 | 1.2 | 0.3 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $49.9 | $17.0 | $1.2 | $24.0 | $92.1 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $8.3 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $100.4 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 99 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 99 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.08 as of 06/02/86

## OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS

**SINGLE MODE MOTOR BUS TRANSIT**

**ALL REPORTERS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | EXPENSE OBJECT CLASS | PERCENT OF OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS | | | | |
|---|---|---|---|---|---|---|
| | | TRANSIT FUNCTIONAL AREAS | | | | |
| | | VEHICLE OPERATIONS | VEHICLE MAINTENANCE | NON-VEHICLE MAINTENANCE | GENERAL ADMINISTRATION | TOTAL ALL FUNCTIONS |
| 501 | LABOR | | | | | |
| 501.01 | OPERATOR'S SALARIES & WAGES | 51.2 | 0.1 | 0.2 | 0.2 | 28.9 |
| 501.02 | OTHER SALARIES AND WAGES | 6.1 | 47.2 | 36.5 | 26.8 | 20.1 |
| 502.00 | FRINGE BENEFITS | 27.0 | 22.6 | 18.8 | 13.2 | 23.3 |
| 503.00 | SERVICES | 0.4 | 5.7 | 16.2 | 15.2 | 4.7 |
| 504 | MATERIALS AND SUPPLIES | | | | | |
| 504.01 | FUEL & LUBRICANTS | 12.8 | 0.6 | 0.0 | 0.0 | 7.4 |
| 504.02 | TIRES & TUBES | 1.5 | 0.1 | 0.0 | 0.0 | 0.9 |
| 504.99 | OTHER MATERIALS & SUPPLIES | 0.8 | 23.5 | 26.3 | 3.2 | 7.0 |
| 505.00 | UTILITIES | 0.0 | 1.0 | 0.6 | 6.6 | 1.5 |
| 506.00 | CASUALTY & LIABILITY COSTS | 0.0 | 0.3 | 1.4 | 17.1 | 3.3 |
| 507.00 | TAXES | 0.5 | 0.1 | 0.0 | 1.0 | 0.5 |
| 508 | PURCHASED TRANSPORTATION | | | | | |
| 508.01 | PURCHASED TRANSPORTATION ( < 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 8.1 | 1.5 |
| 508.02 | PURCHASED TRANSPORTATION ( ≥ 50 REV. VEH.)* | 0.0 | 0.0 | 0.0 | 4.8 | 0.9 |
| 509.00 | MISCELLANEOUS EXPENSE | 0.1 | 0.0 | 0.0 | 5.2 | 1.0 |
| 510.00 | EXPENSE TRANSFERS | -0.6 | -1.1 | -0.0 | -1.6 | -0.9 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL OPERATING EXPENSES $ IN MILLIONS | $869.7 | $354.2 | $35.4 | $285.8 | $1545.1 |
| | RECONCILING ITEMS $ IN MILLIONS | | | | | $150.4 |
| | TOTAL EXPENSES INCLUDING RECONCILING ITEMS $ IN MILLIONS | | | | | $1695.5 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | | | | | 163 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | | | | | 163 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 2.09 as of 06/02/86

## EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM SIZE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OBJECT CLASS CODE | FRINGE BENEFITS | PERCENT OF FRINGE BENEFITS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | UNDER 25 | 25 –49 | 50 –99 | 100 –249 | 250 –499 | 500 –999 | 1000 & OVER | ALL SYSTEMS |
| | **EMPLOYER PAID FRINGE BENEFITS** | | | | | | | | |
| 502.01 | FICA OR RAILROAD RETIREMENT | 14.4 | 20.7 | 16.7 | 19.3 | 18.8 | 23.7 | 15.8 | 17.7 |
| 502.02 | PENSION PLANS (INCLUDING LONG-TERM DISABILITY INSURANCE) | 18.2 | 14.1 | 16.7 | 18.2 | 20.9 | 21.1 | 16.2 | 17.5 |
| 502.03 | HOSPITAL, MEDICAL AND SURGICAL PLANS | 22.9 | 21.9 | 20.7 | 20.9 | 16.9 | 16.7 | 14.7 | 15.9 |
| 502.04 | DENTAL PLANS | 1.2 | 1.9 | 1.4 | 1.4 | 2.0 | 1.3 | 0.6 | 0.9 |
| 502.05 | LIFE INSURANCE PLANS | 1.2 | 0.8 | 1.7 | 0.9 | 2.1 | 0.8 | 0.4 | 0.7 |
| 502.06 | SHORT-TERM DISABILITY INSURANCE PLANS | 1.0 | 0.9 | 1.0 | 1.3 | 0.8 | 0.4 | 0.3 | 0.4 |
| 502.07 | UNEMPLOYMENT INSURANCE | 2.0 | 2.9 | 2.2 | 1.1 | 1.9 | 0.7 | 0.6 | 0.8 |
| 502.08 | WORKMAN'S COMPENSATION INSURANCE OR FED. EMPL. LIAB. ACT CONTRIBUTION | 9.2 | 6.8 | 7.2 | 5.2 | 5.4 | 4.5 | 3.8 | 4.3 |
| 502.09 | SICK LEAVE | 6.1 | 7.1 | 5.3 | 4.9 | 7.0 | 5.2 | 4.7 | 5.1 |
| 502.10 | HOLIDAY (INCLUDING ALL PREMIUMS PAID FOR WORK ON HOLIDAYS) | 7.9 | 7.3 | 7.5 | 7.3 | 7.4 | 7.8 | 6.9 | 7.2 |
| 502.11 | VACATION | 12.1 | 12.5 | 15.8 | 13.3 | 13.7 | 13.4 | 14.7 | 14.3 |
| 502.12 | OTHER PAID ABSENCE (BEREAVEMENT PAY, MILITARY PAY, JURY DUTY PAY, ETC.) | 1.2 | 0.7 | 1.0 | 0.9 | 0.9 | 1.1 | 1.6 | 1.4 |
| 502.13 | UNIFORM AND WORK CLOTHING ALLOWANCES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 502.14 | OTHER FRINGE BENEFITS | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL EMPLOYER PAID FRINGE BENEFITS $ IN MILLIONS | $6.4 | $34.9 | $70.2 | $160.2 | $227.4 | $389.3 | $1581.8 | $2470.3 |
| | **EMPLOYEE PAID FRINGE BENEFITS** | | | | | | | | |
| 502.01 | FICA OR RAILROAD RETIREMENT | 65.9 | 68.1 | 64.6 | 67.9 | 73.0 | 82.2 | 74.6 | 74.8 |
| 502.02 | PENSION PLANS (INCLUDING LONG-TERM DISABILITY INSURANCE) | 25.8 | 22.9 | 26.4 | 23.5 | 24.3 | 12.2 | 22.8 | 21.2 |
| 502.03 | HOSPITAL, MEDICAL AND SURGICAL PLANS | 6.7 | 7.7 | 8.2 | 6.4 | 1.3 | 4.4 | 1.7 | 2.9 |
| 502.04 | DENTAL PLANS | 0.6 | 0.5 | 0.4 | 0.6 | 0.2 | 0.6 | 0.5 | 0.5 |
| 502.05 | LIFE INSURANCE PLANS | 0.8 | 0.5 | 0.4 | 0.9 | 1.2 | 0.6 | 0.5 | 0.6 |
| 502.06 | SHORT-TERM DISABILITY INSURANCE PLANS | 0.1 | 0.4 | 0.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.1 |
| | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TOTAL EMPLOYEE PAID FRINGE BENEFITS $ IN MILLIONS | $1.4 | $8.6 | $17.6 | $36.5 | $31.9 | $84.0 | $292.3 | $472.3 |
| | TRANSIT SYSTEMS REPORTING THESE DATA | 44 | 65 | 61 | 49 | 21 | 15 | 10 | 265 |
| | TOTAL NUMBER OF TRANSIT SYSTEMS | 197 | 80 | 62 | 51 | 23 | 15 | 10 | 438 |

TABLE 2.10 as of 06/02/86

### TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

### MOTOR BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 –49 | 50 –99 | 100 –249 | 250 –499 | 500 –999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 2304 | 3023 | 4588 | 10901 | 10425 | 17184 | 26906 | 75331 |
| NON-COLLISION | 772 | 1378 | 1783 | 4335 | 4372 | 7495 | 11432 | 31567 |
| STATION | 98 | 194 | 276 | 363 | 849 | 150 | 50 | 1980 |
| TOTAL NUMBER OF ACCIDENTS | 3174 | 4595 | 6647 | 15599 | 15646 | 24829 | 38388 | 108878 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 3 | 5 | 4 | 6 | 22 | 25 | 19 | 84 |
| NON-COLLISION | 1 | 1 | 1 | 2 | 1 | 5 | 8 | 19 |
| STATION | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL NUMBER OF FATALITIES | 4 | 6 | 5 | 8 | 23 | 31 | 27 | 104 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 368 | 616 | 804 | 2507 | 3363 | 8706 | 12457 | 28821 |
| NON-COLLISION | 623 | 1203 | 1375 | 4200 | 4140 | 6841 | 11046 | 29428 |
| STATION | 40 | 111 | 158 | 189 | 558 | 333 | 85 | 1474 |
| TOTAL NUMBER OF INJURIES | 1031 | 1930 | 2337 | 6896 | 8061 | 15880 | 23588 | 59723 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 154 | 63 | 49 | 39 | 17 | 13 | 6 | 341 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 18639 | 31929 | 35424 | 78601 | 98439 | 134287 | 213401 | 610720 |
| FOR OTHER REASONS | 8035 | 11199 | 13415 | 22904 | 36003 | 70978 | 63342 | 225876 |
| TOTAL ROADCALLS | 26674 | 43128 | 48839 | 101505 | 161154 | 205265 | 276743 | 863308 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 144.7 | 64.4 | 54.0 | 30.3 | 22.4 | 27.9 | 49.7 | 393.4 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.0 | 13.2 | 14.0 | 26.9 | 23.7 | 77.8 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 2.0 | 4.9 | 2.0 | 4.6 | 13.5 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 144.7 | 64.4 | 54.0 | 45.5 | 41.3 | 56.8 | 78.0 | 484.7 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 16.5 | 21.6 | 32.1 | 62.3 | 68.1 | 94.3 | 137.5 | 432.3 |
| GALS OF GASOLINE (THOUSANDS) | 851.8 | 148.8 | 582.1 | 395.1 | 124.0 | 48.9 | 0.0 | 2150.8 |
| GALS OF LPG OR LNG (THOUSANDS) | 66.5 | 0.0 | 19.4 | 2.6 | 1352.4 | 0.0 | 0.0 | 1440.9 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 154 | 63 | 49 | 39 | 17 | 13 | 6 | 341 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |

TABLE 2.10 as of 06/02/86

## TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

## RAIL RAPID

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 0 | 20 | 13 | 0 | 35 | 45 | 74 | 187 |
| NON-COLLISION | 0 | 89 | 12 | 0 | 380 | 272 | 1455 | 2208 |
| STATION | 0 | 128 | 304 | 0 | 784 | 518 | 2094 | 3828 |
| TOTAL NUMBER OF ACCIDENTS | 0 | 237 | 329 | 0 | 1199 | 835 | 3623 | 6223 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 3 | 3 | 0 | 9 | 4 | 34 | 53 |
| NON-COLLISION | 0 | 1 | 0 | 0 | 3 | 0 | 5 | 9 |
| STATION | 0 | 1 | 1 | 0 | 1 | 0 | 6 | 9 |
| TOTAL NUMBER OF FATALITIES | 0 | 5 | 4 | 0 | 13 | 4 | 45 | 71 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 12 | 4 | 0 | 33 | 106 | 49 | 204 |
| NON-COLLISION | 0 | 92 | 18 | 0 | 432 | 798 | 1520 | 2860 |
| STATION | 0 | 99 | 307 | 0 | 782 | 496 | 2091 | 3775 |
| TOTAL NUMBER OF INJURIES | 0 | 203 | 329 | 0 | 1247 | 1400 | 3660 | 6839 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 0 | 2139 | 24 | 0 | 10310 | 116 | 32895 | 45484 |
| FOR OTHER REASONS | 0 | 16 | 0 | 0 | 4441 | 174 | 30250 | 34881 |
| TOTAL ROADCALLS | 0 | 2155 | 24 | 0 | 14751 | 290 | 63145 | 80365 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 0.0 | 5.0 | 2.0 | 0.0 | 12.0 | 11.0 | 0.0 | 30.0 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 1.0 | 2.9 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 10.0 | 11.0 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 0.0 | 5.0 | 2.0 | 0.0 | 14.9 | 11.0 | 11.0 | 43.9 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF GASOLINE (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF LPG OR LNG (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 496.2 | 0.0 | 0.0 | 496.2 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 47.0 | 71.5 | 0.0 | 716.2 | 297.4 | 1960.1 | 3092.2 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |

TABLE 2.10 as of 06/02/86

## TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

## STREETCAR

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 175 | 206 | 534 | 530 | 0 | 0 | 0 | 1445 |
| NON-COLLISION | 64 | 132 | 325 | 189 | 0 | 0 | 0 | 710 |
| STATION | 13 | 41 | 43 | 0 | 0 | 0 | 0 | 97 |
| TOTAL NUMBER OF ACCIDENTS | 252 | 379 | 902 | 719 | 0 | 0 | 0 | 2252 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 6 |
| NON-COLLISION | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF FATALITIES | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 8 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 61 | 66 | 277 | 243 | 0 | 0 | 0 | 647 |
| NON-COLLISION | 104 | 119 | 232 | 272 | 0 | 0 | 0 | 727 |
| STATION | 13 | 34 | 41 | 0 | 0 | 0 | 0 | 88 |
| TOTAL NUMBER OF INJURIES | 178 | 219 | 550 | 515 | 0 | 0 | 0 | 1462 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 231 | 1446 | 701 | 3470 | 0 | 0 | 0 | 5848 |
| FOR OTHER REASONS | 330 | 238 | 57 | 1986 | 0 | 0 | 0 | 2611 |
| TOTAL ROADCALLS | 561 | 1684 | 3999 | 5456 | 0 | 0 | 0 | 11700 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 3.6 | 2.0 | 5.0 | 1.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.4 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 3.6 | 2.0 | 5.0 | 1.6 | 0.0 | 0.0 | 0.0 | 12.2 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF GASOLINE (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF LPG OR LNG (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 56.4 | 0.0 | 0.0 | 0.0 | 0.0 | 56.4 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 13.9 | 17.2 | 51.1 | 62.5 | 0.0 | 0.0 | 0.0 | 144.6 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |

TABLE 2.10 as of 06/02/86

## TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

## TROLLEY BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 0 | 47 | 621 | 0 | 1148 | 0 | 0 | 1816 |
| NON-COLLISION | 0 | 23 | 505 | 0 | 350 | 0 | 0 | 878 |
| STATION | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 5 |
| TOTAL NUMBER OF ACCIDENTS | 0 | 70 | 1130 | 0 | 1499 | 0 | 0 | 2699 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| NON-COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF FATALITIES | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 2 | 56 | 0 | 69 | 0 | 0 | 127 |
| NON-COLLISION | 0 | 25 | 317 | 0 | 332 | 0 | 0 | 674 |
| STATION | 0 | 0 | 69 | 0 | 1 | 0 | 0 | 70 |
| TOTAL NUMBER OF INJURIES | 0 | 27 | 442 | 0 | 402 | 0 | 0 | 871 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 0 | 187 | 4144 | 0 | 0 | 0 | 0 | 4331 |
| FOR OTHER REASONS | 0 | 0 | 5526 | 0 | 0 | 0 | 0 | 5526 |
| TOTAL ROADCALLS | 0 | 187 | 9670 | 0 | 7805 | 0 | 0 | 17662 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 0.0 | 1.0 | 1.3 | 0.0 | 2.0 | 0.0 | 0.0 | 4.3 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 0.0 | 1.0 | 1.7 | 0.0 | 2.0 | 0.0 | 0.0 | 4.7 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF GASOLINE (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF LPG OR LNG (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 3.0 | 34.3 | 0.0 | 37.2 | 0.0 | 0.0 | 74.5 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |

### TABLE 2.10 as of 06/02/86

### TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

### FERRY BOAT

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| NON-COLLISION | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| STATION | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| TOTAL NUMBER OF ACCIDENTS | 194 | 0 | 0 | 0 | 0 | 0 | 0 | 194 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NON-COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF FATALITIES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NON-COLLISION | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| STATION | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL NUMBER OF INJURIES | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| FOR OTHER REASONS | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| TOTAL ROADCALLS | 609 | 0 | 0 | 0 | 0 | 0 | 0 | 609 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 |
| GALS OF GASOLINE (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF LPG OR LNG (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |

TABLE 2.10 as of 06/02/86

## TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

## COMMUTER RAIL

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 0 | 1 | 0 | 0 | 62 | 70 | 28 | 161 |
| NON-COLLISION | 0 | 27 | 0 | 0 | 398 | 2064 | 105 | 2594 |
| STATION | 0 | 20 | 0 | 0 | 307 | 450 | 224 | 1001 |
| TOTAL NUMBER OF ACCIDENTS | 0 | 48 | 0 | 0 | 767 | 2584 | 357 | 3756 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 1 | 0 | 0 | 6 | 1 | 14 | 22 |
| NON-COLLISION | 0 | 1 | 0 | 0 | 0 | 33 | 4 | 38 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF FATALITIES | 0 | 2 | 0 | 0 | 6 | 34 | 18 | 60 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 0 | 0 | 0 | 42 | 13 | 6 | 61 |
| NON-COLLISION | 0 | 24 | 0 | 0 | 360 | 1548 | 137 | 2069 |
| STATION | 0 | 20 | 0 | 0 | 307 | 23 | 224 | 574 |
| TOTAL NUMBER OF INJURIES | 0 | 44 | 0 | 0 | 709 | 1584 | 367 | 2704 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 9 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 0 | 0 | 0 | 0 | 0 | 2600 | 0 | 2600 |
| FOR OTHER REASONS | 0 | 0 | 0 | 0 | 0 | 350 | 0 | 350 |
| TOTAL ROADCALLS | 0 | 0 | 0 | 0 | 0 | 2950 | 0 | 2950 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 0.0 | 1.0 | 0.0 | 4.0 | 7.0 | 16.0 | 0.0 | 28.0 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 0.0 | 1.0 | 0.0 | 4.0 | 8.0 | 17.0 | 0.0 | 30.0 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 0.0 | 0.0 | 0.0 | 3.6 | 14.1 | 16.2 | 8.3 | 42.2 |
| GALS OF GASOLINE (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF LPG OR LNG (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 16.6 | 0.0 | 52.4 | 141.0 | 330.5 | 335.5 | 875.9 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 9 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 5 | 3 | 1 | 2 | 4 | 2 | 1 | 18 |

TABLE 2.10 as of 06/02/86

## TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

## VANPOOL

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 17 | 0 | 15 | 54 | 0 | 0 | 0 | 86 |
| NON-COLLISION | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 6 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF ACCIDENTS | 18 | 0 | 19 | 55 | 0 | 0 | 0 | 92 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NON-COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF FATALITIES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 2 | 0 | 8 | 1 | 0 | 0 | 0 | 11 |
| NON-COLLISION | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF INJURIES | 2 | 0 | 12 | 2 | 0 | 0 | 0 | 16 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 11 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 9 | 0 | 115 | 92 | 0 | 0 | 0 | 216 |
| FOR OTHER REASONS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| TOTAL ROADCALLS | 9 | 0 | 116 | 92 | 0 | 0 | 0 | 217 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 0.1 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |
| SERVING 200-300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 0.1 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| GALS OF GASOLINE (THOUSANDS) | 84.1 | 0.0 | 44.4 | 198.0 | 0.0 | 0.0 | 0.0 | 326.5 |
| GALS OF LPG OR LNG (THOUSANDS) | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 9 | 0 | 2 | 1 | 0 | 0 | 0 | 12 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |

TABLE 2.10 as of 06/02/86

## TRANSIT ACCIDENTS, REVENUE VEHICLE MAINTENANCE & ENERGY CONSUMPTION: DETAILS BY SIZE OF MODAL REVENUE FLEET

## DEMAND RESPONSE

**Fiscal year ending between 01/01/84 and 12/31/84**

| CATEGORY | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ACCIDENT CLASSIFICATION** | | | | | | | | |
| NUMBER OF ACCIDENTS RELATED TO | | | | | | | | |
| COLLISION | 411 | 109 | 195 | 50 | 0 | 0 | 0 | 765 |
| NON-COLLISION | 238 | 48 | 91 | 45 | 0 | 0 | 0 | 422 |
| STATION | 20 | 4 | 17 | 0 | 0 | 0 | 0 | 41 |
| TOTAL NUMBER OF ACCIDENTS | 669 | 161 | 303 | 95 | 0 | 0 | 0 | 1228 |
| NUMBER OF FATALITIES RELATED TO | | | | | | | | |
| COLLISION | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| NON-COLLISION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NUMBER OF FATALITIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| NUMBER OF INJURIES RELATED TO | | | | | | | | |
| COLLISION | 55 | 15 | 27 | 4 | 0 | 0 | 0 | 101 |
| NON-COLLISION | 181 | 45 | 94 | 40 | 0 | 0 | 0 | 360 |
| STATION | 4 | 4 | 16 | 0 | 0 | 0 | 0 | 24 |
| TOTAL NUMBER OF INJURIES | 240 | 64 | 137 | 44 | 0 | 0 | 0 | 485 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 105 | 10 | 9 | 1 | 0 | 0 | 0 | 125 |
| **ROADCALLS AND FACILITIES** | | | | | | | | |
| NUMBER OF ROADCALLS | | | | | | | | |
| FOR MECHANICAL FAILURE | 2486 | 961 | 753 | 411 | 0 | 0 | 0 | 4611 |
| FOR OTHER REASONS | 594 | 94 | 46 | 77 | 0 | 0 | 0 | 811 |
| TOTAL ROADCALLS | 3080 | 1055 | 799 | 488 | 0 | 0 | 0 | 5422 |
| NUMBER OF LIGHT MAINTENANCE FACILITIES | | | | | | | | |
| SERVING UNDER 200 VEHICLES | 26.3 | 8.2 | 2.6 | 4.0 | 0.0 | 0.0 | 0.0 | 41.1 |
| SERVING 200-300 VEHICLES | 0.6 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| SERVING MORE THAN 300 VEHICLES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL LIGHT MAINTENANCE FACILITIES | 26.9 | 8.2 | 2.7 | 4.0 | 0.0 | 0.0 | 0.0 | 41.8 |
| **ENERGY CONSUMPTION** | | | | | | | | |
| GALS OF DIESEL FUEL (MILLIONS) | 0.6 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |
| GALS OF GASOLINE (THOUSANDS) | 1802.2 | 452.3 | 645.4 | 475.5 | 0.0 | 0.0 | 0.0 | 3375.4 |
| GALS OF LPG OR LNG (THOUSANDS) | 89.8 | 76.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 166.7 |
| GALS OF BUNKER FUEL(THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| KILOWATT HOURS OF ELECTRICITY (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 105 | 10 | 9 | 1 | 0 | 0 | 0 | 125 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 199 | 16 | 16 | 5 | 2 | 0 | 0 | 238 |

TABLE 2.11 as of 06/02/86

**TRANSIT WAY MILEAGE: NATIONAL SUMMARY**

**Fiscal year ending between 01/01/84 and 12/31/84**

| RAILWAY CLASSIFICATION | DIRECTIONAL ROUTE MILES | MILES OF TRACK | CROSSINGS | STATIONS |
|---|---|---|---|---|
| RAIL RAPID | | | | |
| AT GRADE EXCLUSIVE ROW | 285.4 | 413.8 | | |
| AT GRADE WITH CROSS TRAFFIC | 10.9 | 11.5 | 28 | |
| ELEVATED ON STRUCTURE | 350.0 | 419.1 | | |
| ELEVATED ON FILL | 54.8 | 67.1 | | |
| OPEN CUT | 23.0 | 38.3 | | |
| SUBWAY | 502.7 | 638.7 | | |
| TOTAL | 1226.8 | 1588.5 | 28 | 905 |
| STREETCAR | | | | |
| AT GRADE EXCLUSIVE ROW | 72.3 | 84.3 | | |
| AT GRADE WITH CROSS TRAFFIC | 75.9 | 77.1 | 259 | |
| AT GRADE MIXED AND CROSS TRAFFIC | 191.6 | 228.5 | 1966 | |
| ELEVATED ON STRUCTURE | 3.2 | 2.9 | | |
| ELEVATED ON FILL | 2.0 | 2.0 | | |
| OPEN CUT | 5.8 | 5.8 | | |
| SUBWAY | 24.4 | 24.4 | | |
| TOTAL | 375.2 | 425.0 | 2225 | |
| COMMUTER RAIL | 4741.4 | 4991.2 | 1149 | 923 |
| CABLE CAR | 8.8 | 8.8 | | |
| INCLINED PLANE | 2.5 | 1.5 | | |
| AUTOMATED GUIDEWAY | 4.0 | 4.0 | | |

| NON-RAILWAY CLASSIFICATIONS | DIRECTIONAL ROUTE MILES ON EXCLUSIVE ROW | DIRECTIONAL ROUTE MILES ON CONTROLLED ACCESS ROW | DIRECTIONAL ROUTE MILES ON MIXED TRAFFIC ROW |
|---|---|---|---|
| MOTOR BUS | 105.3 | 268.4 | 139994.3 |
| TROLLEYBUS | 422.6 | 0.0 | 0.0 |
| FERRYBOAT MILES OF WATERWAY | 206.5 | | |
| AERIAL TRAMWAY | 1.2 | | |
| TRANSIT SYSTEMS REPORTING THESE DATA | 407 | | |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 438 | | |

TABLE 2.12 as of 06/02/86

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY SIZE OF MODAL REVENUE FLEET

## MOTOR BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| | EMPLOYEE CLASSIFICATION | CATEGORY | PERCENT OF LABOR EMPLOYEE EQUIVALENTS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | | UNDER 25 | 25 –49 | 50 –99 | 100 –249 | 250 –499 | 500 –999 | 1000 & OVER | ALL SYSTEMS |
| | **TRANSPORTATION** | | | | | | | | | |
| 11 | TRANSPORTATION EXECUTIVE, | | | | | | | | | |
| | PROFESSIONAL AND | OPERATING | 5.6 | 4.4 | 4.2 | 3.9 | 4.8 | 3.1 | 5.9 | 4.7 |
| | SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12 | TRANSPORTATION SUPPORT | OPERATING | 3.1 | 2.3 | 2.6 | 3.2 | 3.6 | 4.3 | 3.1 | 3.4 |
| | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13 | REVENUE VEHICLE | OPERATING | 64.8 | 65.1 | 63.3 | 62.6 | 57.2 | 57.3 | 56.5 | 58.8 |
| | OPERATORS | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | **MAINTENANCE** | | | | | | | | | |
| 21 | MAINTENANCE EXECUTIVE, | | | | | | | | | |
| | PROFESSIONAL AND | OPERATING | 2.2 | 2.1 | 2.0 | 2.0 | 2.9 | 2.3 | 3.3 | 2.7 |
| | SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 22 | MAINTENANCE SUPPORT | OPERATING | 1.4 | 1.5 | 1.8 | 1.4 | 2.3 | 2.2 | 2.3 | 2.0 |
| | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 23 | REVENUE VEHICLE | OPERATING | 10.4 | 10.3 | 11.7 | 11.5 | 13.2 | 12.8 | 13.9 | 12.8 |
| | MAINTENANCE MECHANICS | CAPITAL | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.2 | 0.1 |
| 24 | OTHER MAINTENANCE | OPERATING | 0.7 | 0.6 | 0.8 | 1.6 | 1.5 | 1.8 | 2.8 | 1.9 |
| | MECHANICS | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 |
| 25 | VEHICLE SERVICING | OPERATING | 4.5 | 4.9 | 5.0 | 5.2 | 5.6 | 4.1 | 4.0 | 4.6 |
| | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | **GENERAL ADMINISTRATION** | | | | | | | | | |
| 31 | GENERAL ADMINISTRATION | | | | | | | | | |
| | EXECUTIVE, PROFESSIONAL | OPERATING | 3.8 | 3.3 | 3.2 | 3.5 | 3.9 | 4.5 | 3.3 | 3.7 |
| | AND SUPERVISORY PERSONNEL | CAPITAL | 0.1 | 0.5 | 0.2 | 0.2 | 0.2 | 0.7 | 0.5 | 0.4 |
| 32 | GENERAL ADMINISTRATION | OPERATING | 3.4 | 4.3 | 4.8 | 4.8 | 4.8 | 5.9 | 3.7 | 4.5 |
| | SUPPORT PERSONNEL | CAPITAL | 0.0 | 0.5 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 |
| | | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TRANSIT SYSTEM EMPLOYEE | OPERATING | 4906.4 | 5701.6 | 8281.3 | 16511.1 | 19276.5 | 24509.9 | 44442.7 | 123629.5 |
| | EQUIVALENTS | CAPITAL | 11.9 | 64.3 | 51.9 | 70.6 | 50.6 | 267.4 | 524.2 | 1040.9 |
| | SYSTEMS REPORTING THESE DATA | | 154 | 63 | 49 | 39 | 17 | 13 | 6 | 341 |
| | NUMBER OF TRANSIT SYSTEMS | | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |

TABLE 2.12 as of 06/02/86

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY SIZE OF MODAL REVENUE FLEET

### RAIL RAPID

**Fiscal year ending between 01/01/84 and 12/31/84**

| | EMPLOYEE CLASSIFICATION | CATEGORY | PERCENT OF LABOR EMPLOYEE EQUIVALENTS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| | **TRANSPORTATION** | | | | | | | | | |
| 11 | TRANSPORTATION EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 0.0 | 7.0 | 8.5 | 0.0 | 3.8 | 4.8 | 6.5 | 6.0 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12 | TRANSPORTATION SUPPORT PERSONNEL | OPERATING | 0.0 | 8.5 | 14.0 | 0.0 | 14.7 | 25.9 | 14.2 | 15.2 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| 13 | REVENUE VEHICLE OPERATORS | OPERATING | 0.0 | 13.8 | 10.3 | 0.0 | 15.8 | 20.9 | 15.9 | 16.2 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 2.7 | 2.0 |
| | **MAINTENANCE** | | | | | | | | | |
| 21 | MAINTENANCE EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 0.0 | 11.1 | 7.9 | 0.0 | 8.1 | 3.3 | 6.2 | 6.4 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 3.3 | 2.4 |
| 22 | MAINTENANCE SUPPORT PERSONNEL | OPERATING | 0.0 | 2.3 | 1.6 | 0.0 | 6.0 | 2.8 | 2.7 | 3.2 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 23 | REVENUE VEHICLE MAINTENANCE MECHANICS | OPERATING | 0.0 | 9.5 | 13.6 | 0.0 | 13.6 | 8.6 | 9.9 | 10.5 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.4 | 2.5 | 1.9 |
| 24 | OTHER MAINTENANCE MECHANICS | OPERATING | 0.0 | 11.8 | 10.0 | 0.0 | 16.8 | 18.8 | 14.3 | 15.0 |
| | | CAPITAL | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 | 4.4 | 2.0 | 1.9 |
| 25 | VEHICLE SERVICING PERSONNEL | OPERATING | 0.0 | 8.8 | 11.4 | 0.0 | 1.6 | 2.3 | 5.4 | 4.7 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| | **GENERAL ADMINISTRATION** | | | | | | | | | |
| 31 | GENERAL ADMINISTRATION EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 0.0 | 13.3 | 1.4 | 0.0 | 8.4 | 2.8 | 11.1 | 9.8 |
| | | CAPITAL | 0.0 | 0.9 | 9.6 | 0.0 | 0.7 | 0.5 | 0.6 | 0.8 |
| 32 | GENERAL ADMINISTRATION SUPPORT PERSONNEL | OPERATING | 0.0 | 12.7 | 5.5 | 0.0 | 9.0 | 3.4 | 2.5 | 3.9 |
| | | CAPITAL | 0.0 | 0.1 | 3.5 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | TOTAL | 0.0% | 100.0% | 100.0% | 0.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | TRANSIT SYSTEM EMPLOYEE EQUIVALENTS | OPERATING | 0.0 | 1011.8 | 822.9 | 0.0 | 7945.3 | 3973.7 | 30571.0 | 44324.7 |
| | | CAPITAL | 0.0 | 11.1 | 124.0 | 0.0 | 180.1 | 273.0 | 3857.0 | 4445.2 |
| | SYSTEMS REPORTING THESE DATA | | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| | NUMBER OF TRANSIT SYSTEMS | | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |

TABLE 2.12 as of 06/02/86

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY SIZE OF MODAL REVENUE FLEET

### STREETCAR

**Fiscal year ending between 01/01/84 and 12/31/84**

| | EMPLOYEE CLASSIFICATION | CATEGORY | PERCENT OF LABOR EMPLOYEE EQUIVALENTS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| | **TRANSPORTATION** | | | | | | | | | |
| 11 | TRANSPORTATION EXECUTIVE, | | | | | | | | | |
| | PROFESSIONAL AND | OPERATING | 3.6 | 2.9 | 4.4 | 2.8 | 0.0 | 0.0 | 0.0 | 3.4 |
| | SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 |
| 12 | TRANSPORTATION SUPPORT | OPERATING | 5.1 | 7.2 | 0.5 | 5.4 | 0.0 | 0.0 | 0.0 | 4.3 |
| | PERSONNEL | CAPITAL | 0.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 |
| 13 | REVENUE VEHICLE | OPERATING | 32.8 | 17.0 | 26.9 | 36.3 | 0.0 | 0.0 | 0.0 | 28.4 |
| | OPERATORS | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | **MAINTENANCE** | | | | | | | | | |
| 21 | MAINTENANCE EXECUTIVE, | | | | | | | | | |
| | PROFESSIONAL AND | OPERATING | 3.5 | 4.7 | 9.9 | 7.1 | 0.0 | 0.0 | 0.0 | 7.1 |
| | SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.3 |
| 22 | MAINTENANCE SUPPORT | OPERATING | 4.1 | 4.4 | 5.6 | 1.7 | 0.0 | 0.0 | 0.0 | 3.7 |
| | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 |
| 23 | REVENUE VEHICLE | OPERATING | 20.2 | 10.6 | 25.1 | 14.7 | 0.0 | 0.0 | 0.0 | 17.4 |
| | MAINTENANCE MECHANICS | CAPITAL | 0.0 | 1.4 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.9 |
| 24 | OTHER MAINTENANCE | OPERATING | 14.3 | 21.5 | 7.6 | 10.4 | 0.0 | 0.0 | 0.0 | 12.6 |
| | MECHANICS | CAPITAL | 0.0 | 13.2 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 3.6 |
| 25 | VEHICLE SERVICING | OPERATING | 4.6 | 4.3 | 15.6 | 3.2 | 0.0 | 0.0 | 0.0 | 7.4 |
| | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.1 |
| | **GENERAL ADMINISTRATION** | | | | | | | | | |
| 31 | GENERAL ADMINISTRATION | | | | | | | | | |
| | EXECUTIVE, PROFESSIONAL | OPERATING | 3.9 | 1.6 | 3.2 | 7.7 | 0.0 | 0.0 | 0.0 | 4.5 |
| | AND SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 1.8 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.7 |
| 32 | GENERAL ADMINISTRATION | OPERATING | 7.2 | 6.5 | 1.2 | 5.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| | SUPPORT PERSONNEL | CAPITAL | 0.0 | 2.9 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.9 |
| | | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| | TRANSIT SYSTEM EMPLOYEE | OPERATING | 249.9 | 583.2 | 916.0 | 1039.5 | 0.0 | 0.0 | 0.0 | 2788.6 |
| | EQUIVALENTS | CAPITAL | 1.7 | 139.2 | 0.0 | 63.5 | 0.0 | 0.0 | 0.0 | 204.4 |
| | SYSTEMS REPORTING THESE DATA | | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| | NUMBER OF TRANSIT SYSTEMS | | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |

TABLE 2.12 as of 06/02/86

### TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY SIZE OF MODAL REVENUE FLEET

### TROLLEY BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

|  | EMPLOYEE CLASSIFICATION | CATEGORY | PERCENT OF LABOR EMPLOYEE EQUIVALENTS |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE |  |  |  |  |  |  |  |
|  |  |  | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
|  | **TRANSPORTATION** |  |  |  |  |  |  |  |  |  |
| 11 | TRANSPORTATION EXECUTIVE, |  |  |  |  |  |  |  |  |  |
|  | PROFESSIONAL AND | OPERATING | 0.0 | 0.0 | 4.2 | 0.0 | 9.5 | 0.0 | 0.0 | 7.5 |
|  | SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12 | TRANSPORTATION SUPPORT | OPERATING | 0.0 | 0.0 | 1.1 | 0.0 | 1.2 | 0.0 | 0.0 | 1.1 |
|  | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13 | REVENUE VEHICLE | OPERATING | 0.0 | 0.0 | 61.8 | 0.0 | 58.7 | 0.0 | 0.0 | 59.9 |
|  | OPERATORS | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  | **MAINTENANCE** |  |  |  |  |  |  |  |  |  |
| 21 | MAINTENANCE EXECUTIVE, |  |  |  |  |  |  |  |  |  |
|  | PROFESSIONAL AND | OPERATING | 0.0 | 0.0 | 2.6 | 0.0 | 3.4 | 0.0 | 0.0 | 3.1 |
|  | SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 22 | MAINTENANCE SUPPORT | OPERATING | 0.0 | 0.0 | 0.8 | 0.0 | 1.9 | 0.0 | 0.0 | 1.5 |
|  | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 23 | REVENUE VEHICLE | OPERATING | 0.0 | 0.0 | 11.1 | 0.0 | 8.8 | 0.0 | 0.0 | 9.6 |
|  | MAINTENANCE MECHANICS | CAPITAL | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 24 | OTHER MAINTENANCE | OPERATING | 0.0 | 0.0 | 5.1 | 0.0 | 1.5 | 0.0 | 0.0 | 2.9 |
|  | MECHANICS | CAPITAL | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 25 | VEHICLE SERVICING | OPERATING | 0.0 | 0.0 | 4.2 | 0.0 | 5.5 | 0.0 | 0.0 | 5.0 |
|  | PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  | **GENERAL ADMINISTRATION** |  |  |  |  |  |  |  |  |  |
| 31 | GENERAL ADMINISTRATION |  |  |  |  |  |  |  |  |  |
|  | EXECUTIVE, PROFESSIONAL | OPERATING | 0.0 | 0.0 | 3.3 | 0.0 | 6.8 | 0.0 | 0.0 | 5.4 |
|  | AND SUPERVISORY PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 32 | GENERAL ADMINISTRATION | OPERATING | 0.0 | 0.0 | 3.4 | 0.0 | 2.7 | 0.0 | 0.0 | 2.9 |
|  | SUPPORT PERSONNEL | CAPITAL | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
|  |  | TOTAL | 0.0% | 0.0% | 100.0% | 0.0% | 100.0% | 0.0% | 0.0% | 100.0% |
|  | TRANSIT SYSTEM EMPLOYEE | OPERATING | 0.0 | 0.0 | 716.0 | 0.0 | 1195.0 | 0.0 | 0.0 | 1911.0 |
|  | EQUIVALENTS | CAPITAL | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 18.8 |
|  | SYSTEMS REPORTING THESE DATA |  | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |
|  | NUMBER OF TRANSIT SYSTEMS |  | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |

TABLE 2.12 as of 06/02/86

### TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY SIZE OF MODAL REVENUE FLEET

### COMMUTER RAIL

**Fiscal year ending between 01/01/84 and 12/31/84**

|  | EMPLOYEE CLASSIFICATION | CATEGORY | PERCENT OF LABOR EMPLOYEE EQUIVALENTS |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE |  |  |  |  |  |  |  |
|  |  |  | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
|  | **TRANSPORTATION** |  |  |  |  |  |  |  |  |  |
| 11 | TRANSPORTATION EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 0.0 | 1.8 | 0.0 | 2.9 | 2.8 | 1.2 | 9.2 | 4.3 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 |
| 12 | TRANSPORTATION SUPPORT PERSONNEL | OPERATING | 0.0 | 14.0 | 0.0 | 10.2 | 17.0 | 11.8 | 4.7 | 10.3 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.6 | 1.3 | 0.7 |
| 13 | REVENUE VEHICLE OPERATORS | OPERATING | 0.0 | 29.4 | 0.0 | 25.9 | 18.3 | 20.4 | 22.6 | 21.1 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.5 | 0.3 |
|  | **MAINTENANCE** |  |  |  |  |  |  |  |  |  |
| 21 | MAINTENANCE EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 0.0 | 2.5 | 0.0 | 1.7 | 8.1 | 2.1 | 7.6 | 5.0 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.1 | 0.2 |
| 22 | MAINTENANCE SUPPORT PERSONNEL | OPERATING | 0.0 | 24.7 | 0.0 | 36.2 | 12.8 | 5.5 | 1.9 | 7.3 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.6 | 0.4 | 0.5 |
| 23 | REVENUE VEHICLE MAINTENANCE MECHANICS | OPERATING | 0.0 | 12.5 | 0.0 | 10.8 | 10.7 | 21.4 | 20.1 | 18.4 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.4 | 0.0 | 0.2 |
| 24 | OTHER MAINTENANCE MECHANICS | OPERATING | 0.0 | 0.0 | 0.0 | 10.4 | 14.1 | 19.3 | 9.8 | 14.5 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 5.8 | 6.1 | 4.9 |
| 25 | VEHICLE SERVICING PERSONNEL | OPERATING | 0.0 | 3.9 | 0.0 | 0.0 | 3.6 | 0.0 | 3.8 | 2.0 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
|  | **GENERAL ADMINISTRATION** |  |  |  |  |  |  |  |  |  |
| 31 | GENERAL ADMINISTRATION EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 0.0 | 3.2 | 0.0 | 0.6 | 4.9 | 5.6 | 7.2 | 5.7 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.3 |
| 32 | GENERAL ADMINISTRATION SUPPORT PERSONNEL | OPERATING | 0.0 | 7.9 | 0.0 | 1.3 | 3.8 | 4.8 | 3.0 | 3.9 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.2 |
|  |  | TOTAL | 0.0% | 100.0% | 0.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
|  | TRANSIT SYSTEM EMPLOYEE EQUIVALENTS | OPERATING | 0.0 | 279.0 | 0.0 | 981.0 | 3633.5 | 8237.0 | 6406.0 | 19536.5 |
|  |  | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 155.5 | 694.0 | 712.0 | 1561.5 |
|  | SYSTEMS REPORTING THESE DATA |  | 0 | 1 | 0 | 2 | 3 | 2 | 1 | 9 |
|  | NUMBER OF TRANSIT SYSTEMS |  | 5 | 3 | 1 | 2 | 4 | 2 | 1 | 18 |

## TABLE 2.12 as of 06/02/86

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY SIZE OF MODAL REVENUE FLEET

## DEMAND RESPONSE

**Fiscal year ending between 01/01/84 and 12/31/84**

| | EMPLOYEE CLASSIFICATION | CATEGORY | PERCENT OF LABOR EMPLOYEE EQUIVALENTS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| | | | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| | **TRANSPORTATION** | | | | | | | | | |
| 11 | TRANSPORTATION EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 6.7 | 4.0 | 7.3 | 15.8 | 0.0 | 0.0 | 0.0 | 7.3 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12 | TRANSPORTATION SUPPORT PERSONNEL | OPERATING | 9.8 | 12.1 | 6.4 | 19.6 | 0.0 | 0.0 | 0.0 | 10.2 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13 | REVENUE VEHICLE OPERATORS | OPERATING | 62.2 | 62.1 | 53.3 | 44.6 | 0.0 | 0.0 | 0.0 | 58.5 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | **MAINTENANCE** | | | | | | | | | |
| 21 | MAINTENANCE EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 1.0 | 1.6 | 1.4 | 3.8 | 0.0 | 0.0 | 0.0 | 1.5 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 22 | MAINTENANCE SUPPORT PERSONNEL | OPERATING | 0.7 | 1.1 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 23 | REVENUE VEHICLE MAINTENANCE MECHANICS | OPERATING | 7.6 | 6.5 | 6.7 | 7.6 | 0.0 | 0.0 | 0.0 | 7.2 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 24 | OTHER MAINTENANCE MECHANICS | OPERATING | 0.6 | 0.9 | 4.1 | 2.7 | 0.0 | 0.0 | 0.0 | 1.6 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 25 | VEHICLE SERVICING PERSONNEL | OPERATING | 2.9 | 4.4 | 2.6 | 5.4 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | **GENERAL ADMINISTRATION** | | | | | | | | | |
| 31 | GENERAL ADMINISTRATION EXECUTIVE, PROFESSIONAL AND SUPERVISORY PERSONNEL | OPERATING | 4.0 | 2.0 | 3.5 | 0.5 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | CAPITAL | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 32 | GENERAL ADMINISTRATION SUPPORT PERSONNEL | OPERATING | 4.6 | 5.1 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| | | CAPITAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| | TRANSIT SYSTEM EMPLOYEE EQUIVALENTS | OPERATING | 1072.3 | 298.7 | 467.2 | 184.0 | 0.0 | 0.0 | 0.0 | 2022.2 |
| | | CAPITAL | 1.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | SYSTEMS REPORTING THESE DATA | | 105 | 10 | 9 | 1 | 0 | 0 | 0 | 125 |
| | NUMBER OF TRANSIT SYSTEMS | | 199 | 16 | 16 | 5 | 2 | 0 | 0 | 238 |

TABLE 2.13 as of 06/02/86

## ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### MOTOR BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **SERVICE SUPPLIED / DIRECT** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 1789 | 2136 | 3063 | 5999 | 5568 | 8428 | 10982 | 37965 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 76697.2 | 86227.1 | 128526.8 | 226388.4 | 242025.4 | 350154.5 | 437446.1 | 1547465.6 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 5632.8 | 6537.1 | 9083.1 | 16902.1 | 18213.6 | 25853.1 | 39620.2 | 121842.0 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 72871.7 | 81111.6 | 115969.0 | 204089.8 | 215662.8 | 299136.3 | 391119.3 | 1379960.5 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 5327.8 | 6134.7 | 8448.3 | 15428.7 | 16578.8 | 21295.6 | 35849.1 | 109062.9 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 3707.9 | 4954.9 | 6922.2 | 13640.0 | 14947.1 | 19120.9 | 25857.4 | 89150.3 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 516.0 | 982.7 | 3407.5 | 1365.0 | 618.9 | 604.5 | 2382.4 | 9877.0 |
| **SERVICE CONSUMED / DIRECT** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 129.6 | 169.7 | 249.5 | 583.9 | 761.1 | 1009.9 | 2875.1 | 5778.8 |
| ANNUAL PASSENGER MILES (MILLIONS) | 419.5 | 556.9 | 973.0 | 2393.3 | 2334.5 | 3646.0 | 8292.4 | 18615.6 |
| **SERVICE SUPPLIED / PURCHASED*** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 348 | 11 | 261 | 142 | 0 | 154 | 126 | 1042 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 13479.5 | 416.0 | 9595.3 | 8223.0 | 0.0 | 6838.5 | 6406.3 | 44958.6 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 890.4 | 19.5 | 593.1 | 304.6 | 0.0 | 313.2 | 459.4 | 2580.2 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 12259.0 | 393.0 | 8267.9 | 7832.0 | 0.0 | 4863.6 | 6159.4 | 39775.0 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 796.3 | 18.1 | 496.2 | 280.3 | 0.0 | 232.9 | 448.1 | 2272.0 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 628.1 | 21.7 | 457.1 | 405.2 | 0.0 | 278.5 | 406.5 | 2197.1 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 203.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 203.4 |
| **SERVICE CONSUMED / PURCHASED*** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 14.6 | 0.5 | 12.0 | 5.9 | 0.0 | 6.3 | 8.7 | 48.0 |
| ANNUAL PASSENGER MILES (MILLIONS) | 128.2 | 2.2 | 42.2 | 44.9 | 0.0 | 47.7 | 0.0 | 265.2 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 187 | 63 | 53 | 40 | 17 | 13 | 6 | 379 |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 2.13 as of 06/02/86

## ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### RAIL RAPID / STREETCAR

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **RAPID RAIL: SERVICE SUPPLIED** | | | | | | | | |
| MAX. NO. OF TRAINS OPERATED IN AVG. WEEKDAY | 0 | 27 | 33 | 0 | 304 | 123 | 549 | 1036 |
| NO. OF PASSENGER CARS OPERATED | 0 | 113 | 165 | 0 | 1399 | 892 | 4863 | 7432 |
| ANNUAL TRAIN MILES (THOUSANDS) | 0.0 | 1490.9 | 3025.8 | 0.0 | 24505.1 | 11953.9 | 40082.1 | 81057.9 |
| ANNUAL TRAIN REVENUE MILES (THOUSANDS) | 0.0 | 1481.2 | 2965.7 | 0.0 | 23554.3 | 11772.5 | 39727.0 | 79500.7 |
| ANNUAL TRAIN HOURS (THOUSANDS) | 0.0 | 77.4 | 133.1 | 0.0 | 1227.4 | 640.5 | 2308.8 | 4387.2 |
| ANNUAL TRAIN REVENUE HOURS (THOUSANDS) | 0.0 | 66.4 | 129.1 | 0.0 | 1158.7 | 470.9 | 2187.3 | 4012.4 |
| ANNUAL PASSENGER CAR MILES (THOUSANDS) | 0.0 | 3644.6 | 10199.7 | 0.0 | 95081.4 | 46262.9 | 280575.0 | 435763.7 |
| ANNUAL PASS. CAR REVENUE MILES (THOUSANDS) | 0.0 | 3573.8 | 9880.6 | 0.0 | 89514.1 | 45552.2 | 278089.3 | 426610.0 |
| ANNUAL PASSENGER CAR HOURS (THOUSANDS) | 0.0 | 220.4 | 454.2 | 0.0 | 5042.9 | 2468.1 | 16161.7 | 24347.2 |
| ANNUAL PASS. CAR REVENUE HOURS (THOUSANDS) | 0.0 | 196.9 | 435.9 | 0.0 | 4747.8 | 1831.8 | 15311.2 | 22523.6 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 0.0 | 325.7 | 1673.0 | 0.0 | 11797.1 | 4098.7 | 62617.1 | 80511.6 |
| **RAPID RAIL: SERVICE CONSUMED** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.0 | 10.1 | 59.6 | 0.0 | 466.3 | 153.4 | 1541.8 | 2231.4 |
| ANNUAL PASSENGER MILES (MILLIONS) | 0.0 | 58.5 | 247.5 | 0.0 | 2436.6 | 949.7 | 6418.2 | 10110.4 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 3 | 2 | 0 | 5 | 1 | 1 | 12 |
| **STREETCAR: SERVICE SUPPLIED** | | | | | | | | |
| MAX. NO. OF TRAINS OPERATED IN AVG. WEEKDAY | 46 | 62 | 156 | 186 | 0 | 0 | 0 | 450 |
| NO. OF PASSENGER CARS OPERATED | 58 | 72 | 179 | 186 | 0 | 0 | 0 | 495 |
| ANNUAL TRAIN MILES (THOUSANDS) | 1984.8 | 1916.2 | 5384.6 | 5929.5 | 0.0 | 0.0 | 0.0 | 15215.1 |
| ANNUAL TRAIN REVENUE MILES (THOUSANDS) | 1969.4 | 1869.9 | 5180.6 | 5926.9 | 0.0 | 0.0 | 0.0 | 14946.8 |
| ANNUAL TRAIN HOURS (THOUSANDS) | 156.0 | 148.3 | 464.3 | 666.1 | 0.0 | 0.0 | 0.0 | 1434.7 |
| ANNUAL TRAIN REVENUE HOURS (THOUSANDS) | 144.7 | 126.0 | 464.0 | 665.8 | 0.0 | 0.0 | 0.0 | 1400.5 |
| ANNUAL PASSENGER CAR MILES (THOUSANDS) | 2887.7 | 2093.9 | 5580.9 | 5929.5 | 0.0 | 0.0 | 0.0 | 16492.0 |
| ANNUAL PASS. CAR REVENUE MILES (THOUSANDS) | 2872.3 | 2047.1 | 5482.3 | 5926.9 | 0.0 | 0.0 | 0.0 | 16328.6 |
| ANNUAL PASSENGER CAR HOURS (THOUSANDS) | 199.4 | 158.2 | 478.4 | 666.1 | 0.0 | 0.0 | 0.0 | 1502.1 |
| ANNUAL PASS. CAR REVENUE HOURS (THOUSANDS) | 187.7 | 133.6 | 476.8 | 665.8 | 0.0 | 0.0 | 0.0 | 1463.9 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 423.8 | 163.6 | 861.1 | 480.1 | 0.0 | 0.0 | 0.0 | 1928.6 |
| **STREETCAR: SERVICE CONSUMED** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 15.1 | 8.7 | 81.7 | 47.3 | 0.0 | 0.0 | 0.0 | 152.7 |
| ANNUAL PASSENGER MILES (MILLIONS) | 71.5 | 42.1 | 29.3 | 108.6 | 0.0 | 0.0 | 0.0 | 251.4 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 9 |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 2.13 as of 06/02/86

## ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### TROLLEY BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 - 49 | 50 - 99 | 100 - 249 | 250 - 499 | 500 - 999 | 1000 & OVER | ALL SYSTEMS |
| **SERVICE SUPPLIED / DIRECT** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 0 | 25 | 218 | 0 | 258 | 0 | 0 | 501 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 0.0 | 566.0 | 6885.4 | 0.0 | 7844.1 | 0.0 | 0.0 | 15295.5 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 0.0 | 43.5 | 782.4 | 0.0 | 1069.7 | 0.0 | 0.0 | 1895.7 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 0.0 | 561.1 | 6712.5 | 0.0 | 7470.6 | 0.0 | 0.0 | 14744.1 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 0.0 | 43.1 | 696.2 | 0.0 | 1028.6 | 0.0 | 0.0 | 1767.8 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 0.0 | 36.6 | 466.2 | 0.0 | 635.0 | 0.0 | 0.0 | 1137.7 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 0.0 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 26.6 |
| **SERVICE CONSUMED / DIRECT** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.0 | 3.0 | 43.1 | 0.0 | 118.6 | 0.0 | 0.0 | 164.8 |
| ANNUAL PASSENGER MILES (MILLIONS) | 0.0 | 7.2 | 47.2 | 0.0 | 0.0 | 0.0 | 0.0 | 54.4 |
| **SERVICE SUPPLIED / PURCHASED*** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **SERVICE CONSUMED / PURCHASED*** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ANNUAL PASSENGER MILES (MILLIONS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 5 |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 2.13 as of 06/02/86

### ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### FERRY BOAT

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **SERVICE SUPPLIED / DIRECT** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 1135.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1135.0 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 174.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 174.6 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 1132.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1132.4 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 174.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 174.1 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 1900.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1900.3 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| **SERVICE CONSUMED / DIRECT** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 |
| ANNUAL PASSENGER MILES (MILLIONS) | 222.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 222.9 |
| **SERVICE SUPPLIED / PURCHASED*** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 91.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.6 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 89.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89.8 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 28.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.4 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **SERVICE CONSUMED / PURCHASED*** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| ANNUAL PASSENGER MILES (MILLIONS) | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 2.13 as of 06/02/86

### ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### COMMUTER RAIL

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **SERVICE SUPPLIED / DIRECT** | | | | | | | | |
| MAX. NO. OF TRAINS OPERATED IN AVG. WEEKDAY | 0 | 9 | 0 | 60 | 159 | 215 | 106 | 549 |
| NO. OF PASSENGER CARS OPERATED | 0 | 36 | 0 | 292 | 733 | 1187 | 865 | 3113 |
| ANNUAL TRAIN MILES (THOUSANDS) | 0.0 | 656.5 | 0.0 | 1816.3 | 7534.3 | 11105.4 | 7393.6 | 28506.2 |
| ANNUAL TRAIN REVENUE MILES (THOUSANDS) | 0.0 | 614.6 | 0.0 | 1676.7 | 7262.1 | 10536.7 | 6669.2 | 26759.3 |
| ANNUAL TRAIN HOURS (THOUSANDS) | 0.0 | 30.6 | 0.0 | 59.2 | 258.7 | 315.9 | 248.0 | 912.4 |
| ANNUAL TRAIN REVENUE HOURS (THOUSANDS) | 0.0 | 28.6 | 0.0 | 57.4 | 252.4 | 299.5 | 210.8 | 848.7 |
| ANNUAL PASSENGER CAR MILES (THOUSANDS) | 0.0 | 2581.1 | 0.0 | 7982.4 | 26820.0 | 59218.1 | 56604.2 | 153205.8 |
| ANNUAL PASS. CAR REVENUE MILES (THOUSANDS) | 0.0 | 2350.9 | 0.0 | 7642.2 | 25906.5 | 56005.5 | 49152.5 | 141057.5 |
| ANNUAL PASSENGER CAR HOURS (THOUSANDS) | 0.0 | 122.3 | 0.0 | 238.2 | 870.7 | 1672.0 | 1857.4 | 4760.6 |
| ANNUAL PASS. CAR REVENUE HOURS (THOUSANDS) | 0.0 | 114.5 | 0.0 | 228.4 | 843.7 | 1582.2 | 1523.1 | 4292.0 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 0.0 | 422.9 | 0.0 | 1149.3 | 4150.2 | 6906.2 | 8413.6 | 21042.1 |
| **SERVICE CONSUMED / DIRECT** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.0 | 6.2 | 0.0 | 22.6 | 51.8 | 88.1 | 75.8 | 244.4 |
| ANNUAL PASSENGER MILES (MILLIONS) | 0.0 | 42.5 | 0.0 | 446.6 | 951.4 | 2122.8 | 2177.5 | 5740.8 |
| **SERVICE SUPPLIED / PURCHASED*** | | | | | | | | |
| MAX. NO. OF TRAINS OPERATED IN AVG. WEEKDAY | 10 | 45 | 15 | 0 | 50 | 0 | 0 | 120 |
| NO. OF PASSENGER CARS OPERATED | 41 | 72 | 73 | 0 | 203 | 0 | 0 | 389 |
| ANNUAL TRAIN MILES (THOUSANDS) | 165.3 | 803.4 | 657.4 | 0.0 | 2169.6 | 0.0 | 0.0 | 3795.8 |
| ANNUAL TRAIN REVENUE MILES (THOUSANDS) | 149.1 | 780.6 | 657.4 | 0.0 | 1971.2 | 0.0 | 0.0 | 3558.4 |
| ANNUAL TRAIN HOURS (THOUSANDS) | 5.5 | 19.9 | 19.9 | 0.0 | 63.4 | 0.0 | 0.0 | 108.6 |
| ANNUAL TRAIN REVENUE HOURS (THOUSANDS) | 4.8 | 19.5 | 19.9 | 0.0 | 57.8 | 0.0 | 0.0 | 102.1 |
| ANNUAL PASSENGER CAR MILES (THOUSANDS) | 607.6 | 2545.5 | 2340.2 | 0.0 | 9145.7 | 0.0 | 0.0 | 14639.0 |
| ANNUAL PASS. CAR REVENUE MILES (THOUSANDS) | 560.9 | 2476.1 | 2340.2 | 0.0 | 9109.7 | 0.0 | 0.0 | 14486.8 |
| ANNUAL PASSENGER CAR HOURS (THOUSANDS) | 18.3 | 64.7 | 69.4 | 0.0 | 258.8 | 0.0 | 0.0 | 411.1 |
| ANNUAL PASS. CAR REVENUE HOURS (THOUSANDS) | 16.3 | 63.3 | 69.4 | 0.0 | 257.5 | 0.0 | 0.0 | 406.5 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 61.3 | 234.0 | 330.5 | 0.0 | 806.7 | 0.0 | 0.0 | 1432.5 |
| **SERVICE CONSUMED / PURCHASED*** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.7 | 3.8 | 5.2 | 0.0 | 12.7 | 0.0 | 0.0 | 22.3 |
| ANNUAL PASSENGER MILES (MILLIONS) | 17.1 | 110.0 | 122.2 | 0.0 | 217.3 | 0.0 | 0.0 | 466.6 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 5 | 3 | 1 | 2 | 4 | 2 | 1 | 18 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 5 | 3 | 1 | 2 | 4 | 2 | 1 | 18 |

*Purchased transportation includestransit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 2.13 as of 06/02/86

## ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### VANPOOL

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **SERVICE SUPPLIED / DIRECT** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 63 | 0 | 158 | 293 | 0 | 0 | 0 | 514 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 1213.9 | 0.0 | 2483.9 | 4888.8 | 0.0 | 0.0 | 0.0 | 8586.6 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 33.8 | 0.0 | 114.8 | 234.9 | 0.0 | 0.0 | 0.0 | 383.4 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 1161.3 | 0.0 | 1193.5 | 4806.9 | 0.0 | 0.0 | 0.0 | 7161.7 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 33.1 | 0.0 | 112.0 | 233.1 | 0.0 | 0.0 | 0.0 | 378.1 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 16.4 | 0.0 | 35.1 | 83.9 | 0.0 | 0.0 | 0.0 | 135.3 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **SERVICE CONSUMED / DIRECT** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.3 | 0.0 | 0.9 | 2.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| ANNUAL PASSENGER MILES (MILLIONS) | 13.2 | 0.0 | 15.3 | 60.6 | 0.0 | 0.0 | 0.0 | 89.0 |
| **SERVICE SUPPLIED / PURCHASED*** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 12 | 0 | 0 | 134 | 0 | 0 | 0 | 146 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 204.3 | 0.0 | 0.0 | 2356.7 | 0.0 | 0.0 | 0.0 | 2561.0 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 18.1 | 0.0 | 0.0 | 202.6 | 0.0 | 0.0 | 0.0 | 220.8 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 204.3 | 0.0 | 0.0 | 2356.7 | 0.0 | 0.0 | 0.0 | 2561.0 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 18.1 | 0.0 | 0.0 | 202.6 | 0.0 | 0.0 | 0.0 | 220.8 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 3.1 | 0.0 | 0.0 | 35.4 | 0.0 | 0.0 | 0.0 | 38.4 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **SERVICE CONSUMED / PURCHASED*** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 0.1 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| ANNUAL PASSENGER MILES (MILLIONS) | 2.7 | 0.0 | 0.0 | 30.6 | 0.0 | 0.0 | 0.0 | 33.2 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 10 | 0 | 2 | 3 | 0 | 0 | 0 | 15 |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 2.13 as of 06/02/86

## ANNUAL OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED: DETAILS BY SIZE OF MODAL REVENUE FLEET

### DEMAND RESPONSE

**Fiscal year ending between 01/01/84 and 12/31/84**

| OPERATING STATISTICS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **SERVICE SUPPLIED / DIRECT** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 601 | 165 | 217 | 86 | 0 | 0 | 0 | 1069 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 17253.6 | 4277.5 | 6015.8 | 2897.9 | 0.0 | 0.0 | 0.0 | 30444.8 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 1335.7 | 323.5 | 460.1 | 164.9 | 0.0 | 0.0 | 0.0 | 2284.2 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 15300.9 | 3533.0 | 4191.1 | 2370.3 | 0.0 | 0.0 | 0.0 | 25395.4 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 1183.9 | 291.4 | 416.9 | 138.5 | 0.0 | 0.0 | 0.0 | 2030.8 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 227.8 | 55.7 | 63.2 | 37.9 | 0.0 | 0.0 | 0.0 | 384.6 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 16.7 | 0.0 | 1.8 | 34.7 | 0.0 | 0.0 | 0.0 | 53.2 |
| **SERVICE CONSUMED / DIRECT** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 4.3 | 1.1 | 1.3 | 0.5 | 0.0 | 0.0 | 0.0 | 7.3 |
| ANNUAL PASSENGER MILES (MILLIONS) | 24.1 | 7.0 | 6.9 | 5.5 | 0.0 | 0.0 | 0.0 | 43.6 |
| **SERVICE SUPPLIED / PURCHASED*** | | | | | | | | |
| MAX. NO. OF VEH. OPERATED IN AVG. WEEKDAY | 673 | 341 | 591 | 542 | 334 | 0 | 0 | 2481 |
| ANNUAL VEHICLE MILES (THOUSANDS) | 18230.8 | 8452.3 | 15013.6 | 10492.4 | 6286.6 | 0.0 | 0.0 | 58475.8 |
| ANNUAL VEHICLE HOURS (THOUSANDS) | 1488.6 | 635.9 | 1265.1 | 1152.4 | 408.1 | 0.0 | 0.0 | 4950.2 |
| ANNUAL ACTUAL VEH. REVENUE MILES (THOUSANDS) | 16760.9 | 7938.8 | 12794.0 | 9764.6 | 5796.9 | 0.0 | 0.0 | 53055.3 |
| ANNUAL VEHICLE REVENUE HOURS (THOUSANDS) | 1367.0 | 614.6 | 1174.2 | 910.2 | 366.6 | 0.0 | 0.0 | 4432.6 |
| ANNUAL REVENUE CAPACITY MILES (MILLIONS) | 211.4 | 70.1 | 332.9 | 69.4 | 35.8 | 0.0 | 0.0 | 719.6 |
| ANNUAL CHARTER SERVICE MILES (THOUSANDS) | 1.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| **SERVICE CONSUMED / PURCHASED*** | | | | | | | | |
| ANNUAL UNLINKED PASSENGER TRIPS (MILLIONS) | 5.0 | 2.1 | 3.7 | 2.0 | 1.5 | 0.0 | 0.0 | 14.3 |
| ANNUAL PASSENGER MILES (MILLIONS) | 24.9 | 12.4 | 10.2 | 10.9 | 7.5 | 0.0 | 0.0 | 66.0 |
| TRANSIT SYSTEMS REPORTING THESE DATA | 199 | 16 | 16 | 5 | 2 | 0 | 0 | 238 |
| TOTAL NUMBER OF TRANSIT SYSTEMS | 199 | 16 | 16 | 5 | 2 | 0 | 0 | 238 |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

### TABLE 2.14 as of 06/02/86

### SUMMARY AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY VEHICLE TYPE

**Fiscal year ending between 01/01/84 and 12/31/84**

| VEHICLE TYPE | NUMBER OF TRANSIT SYSTEMS REPORTING | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|
| | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 20 – 25 YEARS | OVER 25 YEARS | |
| AB - ARTICULATED BUSES | 22 | 1298 | 76.4 | 23.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| AG - AUTOMATED GUIDEWAY | 1 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 22.0 |
| AO - AUTOMOBILES | 49 | 945 | 84.6 | 14.0 | 1.4 | 0.1 | 0.0 | 0.0 | 3.3 |
| BA - BUSES, CLASS A | 310 | 47631 | 38.3 | 32.3 | 18.8 | 8.3 | 2.1 | 0.1 | 8.1 |
| BB - BUSES, CLASS B | 200 | 2487 | 60.0 | 28.6 | 7.6 | 3.6 | 0.2 | 0.0 | 5.4 |
| BC - BUSES, CLASS C | 196 | 2071 | 72.4 | 23.7 | 1.3 | 0.5 | 1.9 | 0.2 | 4.4 |
| CC - CABLE CARS | 1 | 44 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 86.5 |
| DB - DOUBLE DECKER BUSES | 4 | 26 | 3.8 | 84.6 | 11.5 | 0.0 | 0.0 | 0.0 | 10.3 |
| FB - FERRYBOATS | 9 | 72 | 12.5 | 16.7 | 4.2 | 44.4 | 5.6 | 16.7 | 18.7 |
| IP - INCLINED PLANE | 2 | 4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 74.5 |
| RL - LOCOMOTIVES | 14 | 420 | 17.9 | 31.4 | 7.9 | 5.5 | 0.2 | 37.1 | 16.5 |
| RP - PASSENGER COACHES | 15 | 1735 | 17.6 | 13.8 | 12.6 | 8.4 | 13.4 | 34.3 | 18.7 |
| RR - RAIL RAPID | 12 | 9083 | 11.6 | 7.9 | 16.5 | 16.7 | 27.2 | 20.1 | 18.2 |
| RS - SELF-PROPELLED CARS | 8 | 2340 | 10.2 | 23.2 | 51.8 | 2.3 | 5.3 | 7.3 | 12.9 |
| SB - SCHOOL BUSES | 12 | 85 | 48.2 | 48.2 | 3.5 | 0.0 | 0.0 | 0.0 | 5.2 |
| SC - STREETCARS | 9 | 716 | 29.5 | 32.3 | 0.0 | 0.0 | 0.0 | 38.3 | 18.2 |
| TB - TROLLEYBUSES | 6 | 664 | 33.3 | 66.1 | 0.5 | 0.0 | 0.0 | 0.2 | 7.0 |
| TR - AERIAL TRAMWAY | 1 | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| VN - PASSENGER VANS | 164 | 2498 | 86.5 | 13.1 | 0.5 | 0.0 | 0.0 | 0.0 | 3.2 |

TABLE 2.15 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## MOTOR BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 113.8 | 146.9 | 188.9 | 293.0 | 319.7 | 391.7 | 683.7 | 308.5 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 104.4 | 140.2 | 175.7 | 275.7 | 295.0 | 373.9 | 672.0 | 293.6 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 42871.5 | 40368.5 | 41961.1 | 37737.7 | 43467.2 | 41546.6 | 39833.0 | 40760.3 |
| PER OPERATOR | 24074.7 | 22962.7 | 24361.1 | 21821.0 | 21910.1 | 24649.7 | 17219.7 | 21126.7 |
| PER VEH. HOUR (MILES PER HOUR) | 13.6 | 13.2 | 14.2 | 13.4 | 13.3 | 13.5 | 11.0 | 12.7 |
| PER DIRECTIONAL MILE | 4474.2 | 5658.9 | 7372.6 | 10404.9 | 12823.8 | 15532.7 | 26766.9 | 11965.3 |
| **ANNUAL VEH. HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 3148.6 | 3060.4 | 2965.4 | 2817.5 | 3271.1 | 3067.5 | 3607.7 | 3209.3 |
| PER OPERATOR | 1768.1 | 1740.8 | 1721.6 | 1629.1 | 1648.8 | 1820.0 | 1559.6 | 1663.4 |
| **ANNUAL ACTUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 40733.2 | 37973.6 | 37861.2 | 34020.6 | 38732.5 | 35493.2 | 35614.6 | 36348.2 |
| PER OPERATOR | 22873.9 | 21600.4 | 21980.9 | 19671.7 | 19523.5 | 21058.2 | 15396.1 | 18839.8 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 13.7 | 13.2 | 13.7 | 13.2 | 13.0 | 14.0 | 10.9 | 12.7 |
| PER DIRECTIONAL MILE | 4251.1 | 5323.2 | 6652.2 | 9380.0 | 11426.9 | 13269.6 | 23932.2 | 10670.1 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 2978.1 | 2872.1 | 2758.2 | 2571.9 | 2977.5 | 2526.8 | 3264.3 | 2872.7 |
| PER OPERATOR | 1672.3 | 1633.7 | 1601.3 | 1487.1 | 1500.8 | 1499.1 | 1411.2 | 1489.0 |
| **FUEL CONSUMPTION GALS** | | | | | | | | |
| PER HUNDRED VEH. MILES | 22.7 | 25.2 | 25.4 | 27.7 | 28.7 | 27.0 | 31.4 | 28.2 |
| PER HUNDRED PASSENGER MILES | 4.1 | 3.9 | 3.4 | 2.6 | 3.0 | 2.6 | 1.7 | 2.3 |
| PER HUNDRED CAPACITY MILES | 0.5 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 90875.6 | 96794.1 | 109350.9 | 113575.7 | 146074.6 | 143773.3 | 192249.9 | 145448.8 |
| PER VEH. MILE | 2.1 | 2.4 | 2.6 | 3.0 | 3.4 | 3.5 | 4.8 | 3.6 |
| PER HUNDRED CAPACITY MILES | 4.4 | 4.2 | 4.8 | 5.0 | 5.4 | 6.3 | 8.2 | 6.2 |
| PER VEH. HOUR | 28.9 | 31.6 | 36.9 | 40.3 | 44.7 | 46.9 | 53.3 | 45.3 |
| PER VEH. REVENUE HOUR | 30.5 | 33.7 | 39.6 | 44.2 | 49.1 | 56.9 | 58.9 | 50.6 |
| PER HUNDRED UNLINKED PASS. TRIPS | 125.5 | 121.8 | 134.3 | 116.7 | 106.9 | 120.0 | 73.4 | 95.6 |
| PER PASSENGER MILE | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| PER EMPLOYEE | 33055.4 | 35857.8 | 40193.7 | 41089.9 | 42083.1 | 48904.5 | 46952.1 | 44292.5 |
| PER OPERATOR HOUR | 25.5 | 27.5 | 31.7 | 32.8 | 36.8 | 42.7 | 41.5 | 37.7 |

TABLE 2.15 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## MOTORBUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 24.5 | 36.5 | 55.8 | 110.0 | 123.7 | 161.7 | 507.4 | 143.9 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 215.1 | 248.7 | 295.5 | 375.5 | 386.9 | 412.9 | 742.2 | 466.6 |
| PER CAPACITY MILE | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.3 | 0.2 |
| PER VEH. REVENUE HOUR | 78.7 | 90.8 | 115.2 | 155.1 | 140.8 | 171.2 | 231.3 | 170.7 |
| **ANNUAL UNLINK PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 7559.5 | 11138.7 | 14310.2 | 26837.6 | 40327.4 | 44797.1 | 175926.2 | 44682.8 |
| PER VEH. MILE | 1.7 | 2.0 | 1.9 | 2.6 | 3.1 | 2.9 | 6.6 | 3.7 |
| PER EMPLOYEE (THOUSANDS) | 26.3 | 29.4 | 29.9 | 35.2 | 39.4 | 40.8 | 63.9 | 46.4 |
| PER VEH. REVENUE HOUR | 24.3 | 27.7 | 29.5 | 37.8 | 45.9 | 47.4 | 80.2 | 53.0 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE (TOTAL) | 2.5 | 2.6 | 2.5 | 2.6 | 3.2 | 2.8 | 4.0 | 3.1 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 2.7 | 2.7 | 2.7 | 2.8 | 3.5 | 2.9 | 4.1 | 3.3 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 1.8 | 2.2 | 2.1 | 2.2 | 2.9 | 3.1 | 3.1 | 2.7 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV. | 2.0 | 2.3 | 2.3 | 2.4 | 3.1 | 3.3 | 3.1 | 2.9 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 0.8 | 0.7 | 0.6 | 0.5 | 0.5 | 0.5 | 0.4 | 0.5 |
| PER ROAD CALL | 2875.4 | 1999.3 | 2631.6 | 2230.3 | 1501.8 | 1705.9 | 1580.7 | 1792.5 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 2.1 | 2.0 | 1.9 | 1.8 | 1.2 | 1.5 | 0.9 | 1.3 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 30.0 | 35.1 | 35.7 | 48.2 | 43.1 | 49.1 | 61.5 | 48.7 |
| PER MILLION PASSENGER MILES | 5.5 | 5.4 | 4.7 | 4.6 | 4.5 | 4.7 | 3.2 | 4.0 |
| **NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 10.1 | 16.0 | 13.9 | 19.1 | 18.1 | 21.4 | 26.1 | 20.4 |
| PER MILLION PASSENGER MILES | 1.8 | 2.5 | 1.8 | 1.8 | 1.9 | 2.1 | 1.4 | 1.7 |

TABLE 2.15 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### RAIL RAPID

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 1281.3 | 2658.4 | 0.0 | 1196.0 | 4659.7 | 10221.8 | 3705.2 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 1131.1 | 2550.2 | 0.0 | 1163.6 | 4670.2 | 10078.8 | 3642.4 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 32253.3 | 61816.7 | 0.0 | 67963.8 | 51864.2 | 57695.9 | 58633.4 |
| PER OPERATOR | 0.0 | 25757.0 | 104079.1 | 0.0 | 74079.8 | 52209.5 | 51199.8 | 55236.2 |
| PER VEH. HOUR (MILES PER HOUR) | 0.0 | 16.5 | 22.5 | 0.0 | 18.9 | 18.7 | 17.4 | 17.9 |
| PER DIRECTIONAL MILE | 0.0 | 36482.7 | 157646.8 | 0.0 | 79082.9 | 242213.9 | 581502.7 | 213567.8 |
| **ANNUAL VEHICLE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 1950.4 | 2752.4 | 0.0 | 3604.6 | 2766.9 | 3323.4 | 3276.0 |
| PER OPERATOR | 0.0 | 1557.5 | 4634.2 | 0.0 | 3929.0 | 2785.4 | 2949.2 | 3086.2 |
| **ANNUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 31626.4 | 59882.6 | 0.0 | 63984.4 | 51067.5 | 57184.7 | 57401.8 |
| PER OPERATOR | 0.0 | 25256.4 | 100822.7 | 0.0 | 69742.2 | 51407.5 | 50746.2 | 54075.9 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 0.0 | 18.1 | 22.7 | 0.0 | 18.9 | 24.9 | 18.2 | 18.9 |
| PER DIRECTIONAL MILE | 0.0 | 35773.6 | 152714.5 | 0.0 | 74452.4 | 238493.2 | 576350.8 | 209081.6 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 1742.9 | 2641.5 | 0.0 | 3393.7 | 2053.6 | 3148.5 | 3030.6 |
| PER OPERATOR | 0.0 | 1391.8 | 4447.5 | 0.0 | 3699.1 | 2067.3 | 2794.0 | 2855.0 |
| **FUEL CONSUMPTION KWHS** | | | | | | | | |
| PER HUNDRED VEH. MILES | 0.0 | 1290.8 | 700.6 | 0.0 | 753.2 | 642.8 | 698.6 | 709.6 |
| PER HUNDRED PASSENGER MILES | 0.0 | 80.4 | 28.9 | 0.0 | 29.4 | 31.3 | 30.5 | 30.6 |
| PER HUNDRED CAPACITY MILES | 0.0 | 14.4 | 4.3 | 0.0 | 6.1 | 7.3 | 3.1 | 3.8 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 307163.6 | 245986.9 | 0.0 | 403776.9 | 228342.8 | 359924.0 | 349054.6 |
| PER VEH. MILE | 0.0 | 9.5 | 4.0 | 0.0 | 5.9 | 4.4 | 6.2 | 6.0 |
| PER HUNDRED CAPACITY MILES | 0.0 | 10.7 | 2.4 | 0.0 | 4.8 | 5.0 | 2.8 | 3.2 |
| PER VEH. HOUR | 0.0 | 157.5 | 89.4 | 0.0 | 112.0 | 82.5 | 108.3 | 106.5 |
| PER VEHICLE REVENUE HOUR | 0.0 | 176.2 | 93.1 | 0.0 | 119.0 | 111.2 | 114.3 | 115.2 |
| PER HUNDRED UNLINKED PASS. TRIPS | 0.0 | 342.4 | 68.1 | 0.0 | 121.1 | 132.8 | 113.5 | 116.3 |
| PER PASSENGER MILE | 0.0 | 0.6 | 0.2 | 0.0 | 0.2 | 0.2 | 0.3 | 0.3 |
| PER EMPLOYEE | 0.0 | 33932.4 | 42863.9 | 0.0 | 69520.8 | 47962.4 | 50839.7 | 53192.1 |
| PER OPERATOR HOUR | 0.0 | 122.6 | 207.1 | 0.0 | 220.1 | 112.1 | 136.3 | 146.5 |

TABLE 2.15 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### RAIL RAPID

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 0.0 | 585.9 | 3824.6 | 0.0 | 2026.6 | 4972.1 | 13301.9 | 4955.1 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 0.0 | 457.3 | 1438.7 | 0.0 | 1694.4 | 1067.0 | 1301.3 | 1337.4 |
| PER CAPACITY MILE | 0.0 | 0.2 | 0.1 | 0.0 | 0.2 | 0.2 | 0.1 | 0.1 |
| PER VEHICLE REVENUE HOUR | 0.0 | 297.2 | 567.7 | 0.0 | 513.2 | 518.4 | 419.2 | 448.9 |
| **ANNUAL UNLINKED PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 0.0 | 101468.1 | 921771.1 | 0.0 | 387874.1 | 803251.8 | 3195487.9 | 1093589.6 |
| PER VEH. MILE | 0.0 | 2.8 | 5.8 | 0.0 | 4.9 | 3.3 | 5.5 | 5.1 |
| PER EMPLOYEE (THOUSANDS) | 0.0 | 9.9 | 63.0 | 0.0 | 57.4 | 36.1 | 44.8 | 45.8 |
| PER VEHICLE REVENUE HOUR | 0.0 | 51.5 | 136.8 | 0.0 | 98.2 | 83.8 | 100.7 | 99.1 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE (TOTAL) | 0.0 | 8.0 | 5.5 | 0.0 | 5.7 | 4.8 | 7.0 | 6.5 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 9.1 | 5.7 | 0.0 | 5.8 | 4.8 | 7.1 | 6.6 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 0.0 | 21.6 | 11.0 | 0.0 | 10.3 | 3.2 | 9.9 | 9.4 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV. | 0.0 | 24.4 | 11.5 | 0.0 | 10.6 | 3.2 | 10.0 | 9.6 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 0.0 | 0.6 | 1.5 | 0.0 | 0.9 | 1.3 | 0.9 | 0.9 |
| PER ROAD CALL | 0.0 | 1691.2 | 424989.5 | 0.0 | 6445.8 | 159527.1 | 4443.3 | 5422.3 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 0.0 | 0.3 | 0.4 | 0.0 | 0.4 | 0.5 | 0.3 | 0.3 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 0.0 | 5.5 | 1.3 | 0.0 | 0.4 | 1.0 | 0.3 | 0.4 |
| PER MILLION PASSENGER MILES | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **TOTAL NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 0.0 | 24.4 | 1.2 | 0.0 | 4.0 | 5.9 | 5.2 | 5.1 |
| PER MILLION PASSENGER MILES | 0.0 | 1.5 | 0.0 | 0.0 | 0.2 | 0.3 | 0.2 | 0.2 |

TABLE 2.15 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## STREETCAR

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 –49 | 50 –99 | 100 –249 | 250 –499 | 500 –999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 82.2 | 761.3 | 999.5 | 230.4 | 0.0 | 0.0 | 0.0 | 279.0 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 82.2 | 740.7 | 983.0 | 230.4 | 0.0 | 0.0 | 0.0 | 276.3 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 49788.3 | 29082.3 | 31178.1 | 31879.0 | 0.0 | 0.0 | 0.0 | 33317.2 |
| PER OPERATOR | 35002.7 | 17037.6 | 22686.5 | 14823.7 | 0.0 | 0.0 | 0.0 | 19370.5 |
| PER VEH. HOUR (MILES PER HOUR) | 14.5 | 13.2 | 11.7 | 8.9 | 0.0 | 0.0 | 0.0 | 11.0 |
| PER DIRECTIONAL MILE | 4094.3 | 21542.4 | 30647.3 | 7345.8 | 0.0 | 0.0 | 0.0 | 9204.2 |
| **ANNUAL VEHICLE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 3438.5 | 2197.6 | 2672.8 | 3580.9 | 0.0 | 0.0 | 0.0 | 3034.6 |
| PER OPERATOR | 2417.4 | 1287.4 | 1944.8 | 1665.1 | 0.0 | 0.0 | 0.0 | 1764.3 |
| **ANNUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 49522.0 | 28432.6 | 30627.3 | 31865.3 | 0.0 | 0.0 | 0.0 | 32987.2 |
| PER OPERATOR | 34815.4 | 16657.0 | 22285.7 | 14817.3 | 0.0 | 0.0 | 0.0 | 19178.6 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 15.3 | 15.3 | 11.5 | 8.9 | 0.0 | 0.0 | 0.0 | 11.2 |
| PER DIRECTIONAL MILE | 4072.4 | 21061.2 | 30105.9 | 7342.6 | 0.0 | 0.0 | 0.0 | 9113.0 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 3236.8 | 1855.9 | 2663.6 | 3579.6 | 0.0 | 0.0 | 0.0 | 2957.5 |
| PER OPERATOR | 2275.5 | 1087.3 | 1938.2 | 1664.5 | 0.0 | 0.0 | 0.0 | 1719.5 |
| **FUEL CONSUMPTION KWHS** | | | | | | | | |
| PER HUNDRED VEH. MILES | 480.0 | 822.3 | 915.0 | 1053.3 | 0.0 | 0.0 | 0.0 | 876.8 |
| PER HUNDRED PASSENGER MILES | 19.4 | 40.9 | 174.5 | 57.5 | 0.0 | 0.0 | 0.0 | 57.5 |
| PER HUNDRED CAPACITY MILES | 3.3 | 10.5 | 5.9 | 13.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 198492.3 | 298239.9 | 314117.6 | 204592.7 | 0.0 | 0.0 | 0.0 | 257105.3 |
| PER VEH. MILE | 4.0 | 10.3 | 10.1 | 6.4 | 0.0 | 0.0 | 0.0 | 7.7 |
| PER HUNDRED CAPACITY MILES | 2.7 | 13.1 | 6.5 | 7.9 | 0.0 | 0.0 | 0.0 | 6.6 |
| PER VEH. HOUR | 57.7 | 135.7 | 117.5 | 57.1 | 0.0 | 0.0 | 0.0 | 84.7 |
| PER VEHICLE REVENUE HOUR | 61.3 | 160.7 | 117.9 | 57.2 | 0.0 | 0.0 | 0.0 | 86.9 |
| PER HUNDRED UNLINKED PASS. TRIPS | 76.4 | 246.2 | 68.9 | 80.5 | 0.0 | 0.0 | 0.0 | 83.3 |
| PER PASSENGER MILE | 0.2 | 0.5 | 1.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.5 |
| PER EMPLOYEE | 45757.4 | 29724.9 | 61383.2 | 34500.7 | 0.0 | 0.0 | 0.0 | 42521.6 |
| PER OPERATOR HOUR | 69.8 | 87.4 | 114.3 | 47.6 | 0.0 | 0.0 | 0.0 | 74.7 |

### TABLE 2.15 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### STREETCAR

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 101.3 | 433.0 | 160.7 | 134.5 | 0.0 | 0.0 | 0.0 | 140.3 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 1232.4 | 568.8 | 160.8 | 583.8 | 0.0 | 0.0 | 0.0 | 502.9 |
| PER CAPACITY MILE | 0.2 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 |
| PER VEHICLE REVENUE HOUR | 380.8 | 315.0 | 61.4 | 163.1 | 0.0 | 0.0 | 0.0 | 171.7 |
| **ANNUAL UNLINKED PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 21368.9 | 89716.4 | 448410.1 | 58581.8 | 0.0 | 0.0 | 0.0 | 85240.9 |
| PER VEH. MILE | 5.2 | 4.2 | 14.6 | 8.0 | 0.0 | 0.0 | 0.0 | 9.3 |
| PER EMPLOYEE (THOUSANDS) | 59.9 | 12.1 | 89.1 | 42.9 | 0.0 | 0.0 | 0.0 | 51.0 |
| PER VEHICLE REVENUE HOUR | 80.3 | 65.3 | 171.3 | 71.0 | 0.0 | 0.0 | 0.0 | 104.3 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE (TOTAL) | 4.3 | 9.8 | 5.0 | 5.9 | 0.0 | 0.0 | 0.0 | 6.0 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 4.3 | 10.0 | 5.1 | 5.9 | 0.0 | 0.0 | 0.0 | 6.0 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 4.8 | 12.5 | 2.2 | 8.2 | 0.0 | 0.0 | 0.0 | 6.3 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV. | 4.8 | 12.8 | 2.2 | 8.2 | 0.0 | 0.0 | 0.0 | 6.3 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 1.2 | 0.3 | 0.4 | 0.6 | 0.0 | 0.0 | 0.0 | 0.5 |
| PER ROAD CALL | 5147.5 | 1243.4 | 1395.6 | 1086.8 | 0.0 | 0.0 | 0.0 | 1409.6 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 0.5 | 0.2 | 0.3 | 0.4 | 0.0 | 0.0 | 0.0 | 0.3 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 60.6 | 98.4 | 95.7 | 89.4 | 0.0 | 0.0 | 0.0 | 87.6 |
| PER MILLION PASSENGER MILES | 2.4 | 4.9 | 18.2 | 4.9 | 0.0 | 0.0 | 0.0 | 5.7 |
| **TOTAL NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 22.2 | 63.0 | 58.2 | 31.9 | 0.0 | 0.0 | 0.0 | 43.1 |
| PER MILLION PASSENGER MILES | 0.9 | 3.1 | 11.1 | 1.7 | 0.0 | 0.0 | 0.0 | 2.8 |

TABLE 2.15 as of 06/02/86

**TROLLEY BUS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 –49 | 50 –99 | 100 –249 | 250 –499 | 500 –999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 1157.4 | 749.1 | 0.0 | 2527.3 | 0.0 | 0.0 | 1232.8 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 1157.4 | 749.1 | 0.0 | 2345.5 | 0.0 | 0.0 | 1185.5 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 22639.8 | 31584.4 | 0.0 | 30403.4 | 0.0 | 0.0 | 30529.9 |
| PER OPERATOR | 0.0 | 0.0 | 15166.1 | 0.0 | 11173.9 | 0.0 | 0.0 | 13231.4 |
| PER VEH. HOUR (MILES PER HOUR) | 0.0 | 13.0 | 8.8 | 0.0 | 7.3 | 0.0 | 0.0 | 8.1 |
| PER DIRECTIONAL MILE | 0.0 | 26203.5 | 23661.2 | 0.0 | 71309.8 | 0.0 | 0.0 | 36193.7 |
| **ANNUAL VEH. HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 1741.5 | 3589.2 | 0.0 | 4146.2 | 0.0 | 0.0 | 3783.8 |
| PER OPERATOR | 0.0 | 0.0 | 1723.4 | 0.0 | 1523.8 | 0.0 | 0.0 | 1639.9 |
| **ANNUAL ACTUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 22443.8 | 30791.3 | 0.0 | 28955.6 | 0.0 | 0.0 | 29429.4 |
| PER OPERATOR | 0.0 | 0.0 | 14785.2 | 0.0 | 10641.8 | 0.0 | 0.0 | 12754.5 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 0.0 | 13.0 | 9.6 | 0.0 | 7.3 | 0.0 | 0.0 | 8.3 |
| PER DIRECTIONAL MILE | 0.0 | 25976.6 | 23067.0 | 0.0 | 67914.1 | 0.0 | 0.0 | 34889.1 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 1723.8 | 3193.5 | 0.0 | 3986.7 | 0.0 | 0.0 | 3528.6 |
| PER OPERATOR | 0.0 | 0.0 | 1533.4 | 0.0 | 1465.2 | 0.0 | 0.0 | 1529.3 |
| **FUEL CONSUMPTION GALS** | | | | | | | | |
| PER HUNDRED VEH. MILES | 0.0 | 530.0 | 497.8 | 0.0 | 474.6 | 0.0 | 0.0 | 487.1 |
| PER HUNDRED PASSENGER MILES | 0.0 | 41.9 | 72.6 | 0.0 | 0.0 | 0.0 | 0.0 | 137.1 |
| PER HUNDRED CAPACITY MILES | 0.0 | 8.2 | 7.4 | 0.0 | 5.9 | 0.0 | 0.0 | 6.5 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 151018.4 | 136570.2 | 0.0 | 192367.8 | 0.0 | 0.0 | 166025.2 |
| PER VEH. MILE | 0.0 | 6.7 | 4.3 | 0.0 | 6.3 | 0.0 | 0.0 | 5.4 |
| PER HUNDRED CAPACITY MILES | 0.0 | 10.3 | 6.4 | 0.0 | 7.8 | 0.0 | 0.0 | 7.3 |
| PER VEH. HOUR | 0.0 | 86.7 | 38.1 | 0.0 | 46.4 | 0.0 | 0.0 | 43.9 |
| PER VEH. REVENUE HOUR | 0.0 | 87.6 | 42.8 | 0.0 | 48.3 | 0.0 | 0.0 | 47.1 |
| PER HUNDRED UNLINKED PASS. TRIPS | 0.0 | 123.9 | 69.1 | 0.0 | 41.8 | 0.0 | 0.0 | 50.5 |
| PER PASSENGER MILE | 0.0 | 0.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| PER EMPLOYEE | 0.0 | 0.0 | 40517.6 | 0.0 | 41532.1 | 0.0 | 0.0 | 43102.2 |
| PER OPERATOR HOUR | 0.0 | 0.0 | 32.8 | 0.0 | 35.3 | 0.0 | 0.0 | 36.0 |

TABLE 2.15 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## TROLLEY BUS

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 0.0 | 331.6 | 162.2 | 0.0 | 0.0 | 0.0 | 0.0 | 128.6 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 0.0 | 286.5 | 216.5 | 0.0 | 0.0 | 0.0 | 0.0 | 104.3 |
| PER CAPACITY MILE | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PER VEH. REVENUE HOUR | 0.0 | 166.2 | 67.8 | 0.0 | 0.0 | 0.0 | 0.0 | 30.7 |
| **ANNUAL UNLINK PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 0.0 | 141124.1 | 148036.9 | 0.0 | 1078513.0 | 0.0 | 0.0 | 389880.4 |
| PER VEH. MILE | 0.0 | 5.4 | 6.3 | 0.0 | 15.1 | 0.0 | 0.0 | 10.8 |
| PER EMPLOYEE (THOUSANDS) | 0.0 | 0.0 | 58.6 | 0.0 | 99.3 | 0.0 | 0.0 | 85.4 |
| PER VEH. REVENUE HOUR | 0.0 | 70.7 | 61.9 | 0.0 | 115.3 | 0.0 | 0.0 | 93.2 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE (TOTAL) | 0.0 | 0.0 | 3.4 | 0.0 | 4.3 | 0.0 | 0.0 | 3.7 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 0.0 | 3.4 | 0.0 | 4.6 | 0.0 | 0.0 | 3.9 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 0.0 | 0.0 | 2.6 | 0.0 | 4.1 | 0.0 | 0.0 | 3.3 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV. | 0.0 | 0.0 | 2.6 | 0.0 | 4.4 | 0.0 | 0.0 | 3.4 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 0.0 | 0.3 | 0.4 | 0.0 | 0.3 | 0.0 | 0.0 | 0.3 |
| PER ROAD CALL | 0.0 | 3026.7 | 712.0 | 0.0 | 1005.0 | 0.0 | 0.0 | 866.0 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 0.0 | 0.0 | 1.2 | 0.0 | 1.1 | 0.0 | 0.0 | 1.2 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 0.0 | 83.0 | 90.2 | 0.0 | 146.4 | 0.0 | 0.0 | 118.7 |
| PER MILLION PASSENGER MILES | 0.0 | 6.6 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 | 33.4 |
| **NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 0.0 | 40.6 | 73.3 | 0.0 | 44.6 | 0.0 | 0.0 | 57.4 |
| PER MILLION PASSENGER MILES | 0.0 | 3.2 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16.2 |

TABLE 2.15 as of 06/02/86

**FERRY BOAT**

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 224.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 224.7 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 167.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 167.1 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 39136.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39136.2 |
| PER OPERATOR | 1324.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1324.2 |
| PER VEH. HOUR (MILES PER HOUR) | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 |
| PER DIRECTIONAL MILE | 6537.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6537.7 |
| **ANNUAL VEH. HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 6020.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6020.1 |
| PER OPERATOR | 203.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 203.7 |
| **ANNUAL ACTUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 39048.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39048.0 |
| PER OPERATOR | 1321.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1321.2 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.5 |
| PER DIRECTIONAL MILE | 6523.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6523.0 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 6002.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6002.2 |
| PER OPERATOR | 203.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 203.1 |
| **FUEL CONSUMPTION GALS** | | | | | | | | |
| PER HUNDRED VEH. MILES | 1572.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1572.1 |
| PER HUNDRED PASSENGER MILES | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| PER HUNDRED CAPACITY MILES | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 4061241.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4061241.6 |
| PER VEH. MILE | 103.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 103.8 |
| PER HUNDRED CAPACITY MILES | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 |
| PER VEH. HOUR | 674.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 674.6 |
| PER VEH. REVENUE HOUR | 676.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 676.6 |
| PER HUNDRED UNLINKED PASS. TRIPS | 274.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 274.5 |
| PER PASSENGER MILE | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| PER EMPLOYEE | 54299.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54299.7 |
| PER OPERATOR HOUR | 68.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.7 |

TABLE 2.15 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## FERRY BOAT

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 1284.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1284.1 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 5716.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5716.0 |
| PER CAPACITY MILE | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| PER VEH. REVENUE HOUR | 1280.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1280.7 |
| **ANNUAL UNLINK PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 247194.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 247194.7 |
| PER VEH. MILE | 37.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.8 |
| PER EMPLOYEE (THOUSANDS) | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 |
| PER VEH. REVENUE HOUR | 246.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 246.5 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE (TOTAL) | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.6 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 74.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 74.8 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.8 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV | 37.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.4 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PER ROAD CALL | 1863.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1863.6 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| PER MILLION PASSENGER MILES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 84.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 84.6 |
| PER MILLION PASSENGER MILES | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |

TABLE 2.15 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## COMMUTER RAIL

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 1258.7 | 0.0 | 1424.9 | 676.6 | 1053.0 | 1753.6 | 1046.8 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 1258.7 | 0.0 | 1260.8 | 534.4 | 883.3 | 1387.8 | 857.1 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 71696.4 | 0.0 | 27336.8 | 36589.4 | 49888.9 | 65438.4 | 49214.8 |
| PER OPERATOR | 0.0 | 31476.5 | 0.0 | 31426.6 | 38757.3 | 32483.9 | 35157.9 | 34343.4 |
| PER VEH. HOUR (MILES PER HOUR) | 0.0 | 21.1 | 0.0 | 33.5 | 30.8 | 35.4 | 30.5 | 32.2 |
| PER DIRECTIONAL MILE | 0.0 | 90247.2 | 0.0 | 34466.1 | 19553.8 | 44067.7 | 90813.7 | 42183.4 |
| **ANNUAL VEHICLE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 3396.0 | 0.0 | 815.8 | 1187.9 | 1408.6 | 2147.3 | 1529.3 |
| PER OPERATOR | 0.0 | 1490.9 | 0.0 | 937.8 | 1258.2 | 917.2 | 1153.7 | 1067.2 |
| **ANNUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 65303.4 | 0.0 | 26171.8 | 35343.1 | 47182.4 | 56823.7 | 45312.4 |
| PER OPERATOR | 0.0 | 28669.8 | 0.0 | 30087.2 | 37437.1 | 30721.6 | 30529.5 | 31620.2 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 0.0 | 20.5 | 0.0 | 33.5 | 30.7 | 35.4 | 32.3 | 32.9 |
| PER DIRECTIONAL MILE | 0.0 | 82200.1 | 0.0 | 32997.2 | 18887.8 | 41676.9 | 78858.5 | 38838.5 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 3181.4 | 0.0 | 782.3 | 1151.1 | 1332.9 | 1760.8 | 1378.7 |
| PER OPERATOR | 0.0 | 1396.7 | 0.0 | 899.4 | 1219.3 | 867.9 | 946.0 | 962.1 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 40816.5 | 0.0 | 267060.9 | 346196.5 | 145880.5 | 0.0 | 162725.3 |
| PER VEH. MILE | 0.0 | 0.6 | 0.0 | 9.8 | 9.5 | 2.9 | 0.0 | 3.3 |
| PER HUNDRED CAPACITY MILES | 0.0 | 0.3 | 0.0 | 6.8 | 6.1 | 2.5 | 0.0 | 2.4 |
| PER VEH. HOUR | 0.0 | 12.0 | 0.0 | 327.4 | 291.4 | 103.6 | 0.0 | 106.4 |
| PER VEHICLE REVENUE HOUR | 0.0 | 12.8 | 0.0 | 341.4 | 300.8 | 109.4 | 0.0 | 118.0 |
| PER HUNDRED UNLINKED PASS. TRIPS | 0.0 | 23.8 | 0.0 | 345.7 | 490.1 | 196.5 | 0.0 | 207.3 |
| PER PASSENGER MILE | 0.0 | 0.0 | 0.0 | 0.2 | 0.3 | 0.1 | 0.0 | 0.1 |
| PER EMPLOYEE | 0.0 | 5266.6 | 0.0 | 79492.1 | 66973.4 | 19388.7 | 0.0 | 24010.0 |
| PER OPERATOR HOUR | 0.0 | 9.0 | 0.0 | 153.5 | 179.0 | 47.5 | 0.0 | 56.1 |

TABLE 2.15 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### COMMUTER RAIL

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 0.0 | 1487.0 | 0.0 | 1928.1 | 693.6 | 1579.7 | 3493.5 | 1580.6 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 0.0 | 1181.4 | 0.0 | 1353.2 | 1025.2 | 1500.2 | 1992.2 | 1509.9 |
| PER CAPACITY MILE | 0.0 | 0.1 | 0.0 | 0.4 | 0.2 | 0.3 | 0.3 | 0.3 |
| PER VEHICLE REVENUE HOUR | 0.0 | 371.3 | 0.0 | 1954.8 | 1127.6 | 1341.7 | 1429.6 | 1337.5 |
| **ANNUAL UNLINKED PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 0.0 | 215509.7 | 0.0 | 97394.2 | 37752.3 | 65567.5 | 121592.3 | 67292.4 |
| PER VEH. MILE | 0.0 | 2.4 | 0.0 | 2.8 | 1.9 | 1.5 | 1.3 | 1.6 |
| PER EMPLOYEE (THOUSANDS) | 0.0 | 22.1 | 0.0 | 23.0 | 13.7 | 9.9 | 10.6 | 11.6 |
| PER VEHICLE REVENUE HOUR | 0.0 | 53.8 | 0.0 | 98.7 | 61.4 | 55.7 | 49.8 | 56.9 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE (TOTAL) | 0.0 | 7.8 | 0.0 | 3.0 | 4.1 | 6.3 | 6.5 | 5.5 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 0.0 | 7.8 | 0.0 | 3.4 | 5.2 | 7.5 | 8.2 | 6.8 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 0.0 | 8.6 | 0.0 | 0.6 | 3.5 | 6.6 | 7.7 | 5.7 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV. | 0.0 | 8.6 | 0.0 | 0.7 | 4.5 | 7.9 | 9.7 | 6.9 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 0.0 | 0.0 | 0.0 | 0.4 | 0.6 | 1.9 | 0.0 | 1.5 |
| PER ROAD CALL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20073.9 | 0.0 | 51934.2 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 0.0 | 0.3 | 0.0 | 0.6 | 0.5 | 0.3 | 0.3 | 0.3 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 0.0 | 0.4 | 0.0 | 0.0 | 2.3 | 1.2 | 0.5 | 1.1 |
| PER MILLION PASSENGER MILES | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| **TOTAL NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 0.0 | 10.5 | 0.0 | 0.0 | 14.8 | 34.9 | 1.9 | 16.9 |
| PER MILLION PASSENGER MILES | 0.0 | 0.6 | 0.0 | 0.0 | 0.4 | 1.0 | 0.0 | 0.5 |

TABLE 2.15 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

## DEMAND RESPONSE

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 – 49 | 50 – 99 | 100 – 249 | 250 – 499 | 500 – 999 | 1000 & OVER | ALL SYSTEMS |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **MAX. NO. OF VEHS. OPERATED IN AVG. WEEKDAY** | | | | | | | | |
| PER THOUSAND DIRECTIONAL MILES | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 28708.1 | 25924.2 | 27722.7 | 33696.9 | 0.0 | 0.0 | 0.0 | 28479.7 |
| PER OPERATOR | 25848.1 | 23046.8 | 24150.3 | 35340.6 | 0.0 | 0.0 | 0.0 | 25709.2 |
| PER VEH. HOUR (MILES PER HOUR) | 12.9 | 13.2 | 13.1 | 17.6 | 0.0 | 0.0 | 0.0 | 13.3 |
| PER DIRECTIONAL MILE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **ANNUAL VEH. HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 2222.4 | 1960.7 | 2120.1 | 1918.0 | 0.0 | 0.0 | 0.0 | 2136.8 |
| PER OPERATOR | 2001.0 | 1743.1 | 1846.9 | 2011.5 | 0.0 | 0.0 | 0.0 | 1928.9 |
| **ANNUAL ACTUAL VEH. REVENUE MILES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 25459.1 | 21412.4 | 19313.9 | 27561.6 | 0.0 | 0.0 | 0.0 | 23756.2 |
| PER OPERATOR | 22922.7 | 19035.8 | 16825.0 | 28906.1 | 0.0 | 0.0 | 0.0 | 21445.2 |
| PER VEH. REVENUE HOUR (MILES PER HOUR) | 12.9 | 12.1 | 10.1 | 17.1 | 0.0 | 0.0 | 0.0 | 12.5 |
| PER DIRECTIONAL MILE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **ANNUAL VEH. REVENUE HOURS** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 1970.0 | 1766.2 | 1921.1 | 1610.8 | 0.0 | 0.0 | 0.0 | 1899.7 |
| PER OPERATOR | 1773.7 | 1570.2 | 1673.6 | 1689.4 | 0.0 | 0.0 | 0.0 | 1714.9 |
| **FUEL CONSUMPTION GALS** | | | | | | | | |
| PER HUNDRED VEH. MILES | 14.5 | 17.5 | 14.8 | 16.4 | 0.0 | 0.0 | 0.0 | 15.2 |
| PER HUNDRED PASSENGER MILES | 10.4 | 10.7 | 12.9 | 8.7 | 0.0 | 0.0 | 0.0 | 10.6 |
| PER HUNDRED CAPACITY MILES | 1.1 | 1.3 | 1.4 | 1.3 | 0.0 | 0.0 | 0.0 | 1.2 |
| **TOTAL OPERATING EXPENSES** | | | | | | | | |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 53671.0 | 56211.7 | 65418.7 | 97643.2 | 0.0 | 0.0 | 0.0 | 60959.1 |
| PER VEH. MILE | 1.9 | 2.2 | 2.4 | 2.9 | 0.0 | 0.0 | 0.0 | 2.1 |
| PER HUNDRED CAPACITY MILES | 14.2 | 16.7 | 22.5 | 22.1 | 0.0 | 0.0 | 0.0 | 16.9 |
| PER VEH. HOUR | 24.1 | 28.7 | 30.9 | 50.9 | 0.0 | 0.0 | 0.0 | 28.5 |
| PER VEH. REVENUE HOUR | 27.2 | 31.8 | 34.1 | 60.6 | 0.0 | 0.0 | 0.0 | 32.1 |
| PER HUNDRED UNLINKED PASS. TRIPS | 745.2 | 843.4 | 1061.5 | 1531.7 | 0.0 | 0.0 | 0.0 | 891.0 |
| PER PASSENGER MILE | 1.3 | 1.3 | 2.1 | 1.5 | 0.0 | 0.0 | 0.0 | 1.5 |
| PER EMPLOYEE | 30033.8 | 31019.8 | 30385.0 | 45637.6 | 0.0 | 0.0 | 0.0 | 32193.1 |
| PER OPERATOR HOUR | 24.2 | 25.0 | 28.5 | 51.2 | 0.0 | 0.0 | 0.0 | 27.5 |

TABLE 2.15 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY SIZE OF MODAL REVENUE FLEET

### DEMAND RESPONSE

**Fiscal year ending between 01/01/84 and 12/31/84**

| PERFORMANCE INDICATORS | SIZE OF TRANSIT SYSTEM: NUMBER OF VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | UNDER 25 | 25 –49 | 50 –99 | 100 –249 | 250 –499 | 500 –999 | 1000 & OVER | ALL SYSTEMS |
| **ANNUAL PASSENGER MILES** | | | | | | | | |
| PER DIRECTIONAL MILE (THOUSANDS) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PER VEH. OPERATED IN MAX. SERVICE (THOUSANDS) | 35.4 | 35.9 | 26.3 | 37.6 | 0.0 | 0.0 | 0.0 | 33.9 |
| PER CAPACITY MILE | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| PER VEH. REVENUE HOUR | 20.4 | 24.1 | 16.5 | 39.6 | 0.0 | 0.0 | 0.0 | 21.4 |
| **ANNUAL UNLINK PASS. TRIPS** | | | | | | | | |
| PER DIRECTIONAL MILE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PER VEH. MILE | 0.3 | 0.3 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| PER EMPLOYEE (THOUSANDS) | 4.0 | 3.7 | 2.9 | 3.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| PER VEH. REVENUE HOUR | 3.7 | 3.8 | 3.2 | 4.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| **TOTAL EMPLOYEES** | | | | | | | | |
| PER VEH. OPERATED IN MAX. SERVICE(TOTAL) | 1.6 | 1.5 | 1.8 | 1.3 | 0.0 | 0.0 | 0.0 | 1.6 |
| PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | 1.8 | 1.8 | 2.2 | 2.1 | 0.0 | 0.0 | 0.0 | 1.9 |
| **ADMINISTRATIVE EMPLOYEES** | | | | | | | | |
| PER TEN VEHS. OPERATED IN MAX. SERVICE | 1.4 | 1.1 | 2.7 | 0.1 | 0.0 | 0.0 | 0.0 | 1.4 |
| PER TEN VEHS. OPERATED IN AVG. WKDY. MAX. SERV. | 1.5 | 1.3 | 3.3 | 0.1 | 0.0 | 0.0 | 0.0 | 1.7 |
| **ANNUAL VEH. MILES** | | | | | | | | |
| PER DOLLAR VEH. MAINTENANCE EXPENSE | 0.8 | 0.7 | 0.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.6 |
| PER ROAD CALL | 5601.8 | 4054.5 | 7529.2 | 5938.4 | 0.0 | 0.0 | 0.0 | 5615.1 |
| **VEHS. OPERATED IN MAX. SERVICE** | | | | | | | | |
| PER MAINTENANCE EMPLOYEE | 5.0 | 4.5 | 3.2 | 4.1 | 0.0 | 0.0 | 0.0 | 4.3 |
| **NUMBER OF COLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 23.8 | 25.5 | 32.4 | 17.3 | 0.0 | 0.0 | 0.0 | 25.1 |
| PER MILLION PASSENGER MILES | 17.0 | 15.5 | 28.3 | 9.1 | 0.0 | 0.0 | 0.0 | 17.6 |
| **NUMBER OF NONCOLLISION ACCIDENTS** | | | | | | | | |
| PER MILLION VEH. MILES | 13.8 | 11.2 | 15.1 | 15.5 | 0.0 | 0.0 | 0.0 | 13.9 |
| PER MILLION PASSENGER MILES | 9.9 | 6.8 | 13.2 | 8.2 | 0.0 | 0.0 | 0.0 | 9.7 |

# CHAPTER 3

# INDIVIDUAL TRANSIT SYSTEM STATISTICS

# CHAPTER 3

## INDIVIDUAL TRANSIT SYSTEM STATISTICS

This chapter contains statistical tables summarizing financial and operating characteristics of 438 individual transit systems. Additional data on the individual systems, including additional required-level data as well as voluntary-level data, are available from the Section 15 public use tape and diskettes. (See Chapter 1, Section 1.9.)

Within each table, transit systems are grouped in categories determined by the total number of vehicles operated in maximum service used for all of the transit systems' modes. For example, a transit system with a multi-modal fleet of 300 motorbuses, 150 trolleybuses, and 100 demand response vehicles (550 total vehicles) would be listed in all tables in the "500–999" vehicle category. Transit systems are grouped in the following categories in this report:

- 1,000 and over vehicles operated in maximum service;
- 500–999 vehicles operated in maximum service;
- 250–499 vehicles operated in maximum service;
- 100–249 vehicles operated in maximum service;
- 50–99 vehicles operated in maximum service;
- 25–49 vehicles operated in maximum service; and
- under 25 vehicles operated in maximum service.

Within these fleet size categories, transit systems are listed alphabetically by state and transit system name.

The first column of each table contains the four-digit Section 15 identification number assigned to each reporting transit system. The second column lists alphabetically the state code designating the primary location of the transit system. The transit system name is contained in the third column. In those cases where the transit system name or acronym does not identify the primary operating city of the reporter, the name of the city has been added in front of the transit system name. Other transit system identification, including the urbanized area (UZA) code and population as enumerated by the 1980 U.S. Decennial Census, and the name and telephone number of the primary Section 15 contact person, are contained in Appendix A.

Several Section 15 reporters provide data for transportation services serving more than one UZA. For Section 15 reporting purposes, each transit system has been assigned to a single UZA, generally to that UZA receiving the majority of transportation services. (For Section 9 apportionment purposes, relevant data were disaggregated into the various component urbanized areas.)

In some tables, a particular transit system may not be listed because certain data items either were not reported or were not verified satisfactorily during the validation process. In cases of a missing entry for a particular data item, the transit system will be included in the appropriate table(s), but with a zero in the appropriate field(s). Missing data generally can be distinguished from true reported zeros by examining the context in which data are found. If there are any instances where a more definitive distinction is desired, this can be obtained from the public use tape, which distinguishes between blanks and zeroes.

The data in this chapter have a broad range of applications. They are, however, subject to the limitations discussed in Chapters 1 and 2 relating to the need to examine underlying factors and consistency of the Section 15 data in a more detailed manner. Whereas the aggregate statistics in Chapter 2 permit transit systems to compare their performance with industry averages within specified fleet size categories, the statistics in Chapter 3 permit systems to perform these comparisons more selectively; e.g., by selecting those systems defined as being within the same "peer group" by virtue of climate, topography, demographic characteristics of the population served, or other factors.

CAUTION: There may be a tendency by some analysts to overstate the significance of comparisons based strictly on the data contained in this report. Performance measures obtained using these data should be viewed strictly as tentative indicators of potential areas for improvement. If a specific indicator appears to imply below-average performance relative to industry peers (comparable transit systems), more detailed analysis is imperative in order to reveal the factors underlying the below-average value. These factors either may be improved by alteration or they may be beyond the control of management.

Chapter 3 presents a detailed description at one point in time of the performance of the 438 individual transit systems. The data also can be used for time-series analyses, because this is the sixth annual report and most of these systems have reported for the earlier report years. Such analyses can contribute to conclusions on the current and evolving conditions and problems of specific systems as well as the transit industry as a whole. Time-series analyses, however, must consider that beginning with the 1983 report, Section 15 annual reports are being published based on transit systems' fiscal years ending during the calendar year.

The tables in Chapter 3 are organized within the same four major groupings used in Chapter 2. The groupings are:

- transit revenues;
- transit expenses;
- non-financial operating data; and
- performance indicators.

## 3.1 SPECIAL NOTES AND IMPROVEMENTS/ REVISIONS TO DISAGGREGATE DATA TABLES

The information below is provided to highlight several general issues pertaining to the Section 15 reporting system and format changes to the 1984 Annual Report. To avoid confusion, specific data table changes are explained in the discussions of individual tables.

- Purchased Transportation. Many transit systems contract for transportation services. These contracted services may be provided by public agencies and/or private carriers and usually represent relatively small portions of the total services provided by these systems, although there are exceptions. In previous years (prior to the 1983 report) the statistics for purchased services were merged with the statistics for directly operated services. In the 1984 Annual Report purchased transportation system expenses appear in data columns or rows that distinguish them from the rest of the reporters' expenses.

For Section 15 reporting purposes, public agencies contracting for transit service using less than 50 revenue vehicles in maximum service submitted expenses for purchased service contracts in object class 508.01. Expenses are aggregated for multiple contracts each involving fewer than 50 revenue vehicles. Transit systems purchasing transportation services using 50 or more revenue vehicles in maximum service reported expenses for purchased service contracts in object class 508.02 and a complete Section 15 report was required for the contracted agency providing service. Note that these are contract costs. In most cases, these do not represent the total costs of operating the purchased service; the contractor usually recovers some costs through fare collection.

To provide a more accurate national summary of transit expenses for directly operated service expenses, contract costs associated with purchased transportation have been subtracted from total operating expenses. This will permit an undistorted identification of the expenses and associated service units (e.g., vehicle revenue miles) of directly operated service.

In addition, beginning with the 1984 Section 15 reporting year, reporters were allowed to allocate their expenses in any object class, including purchased transportation expenses, to any functional category. This enabled reporters to distribute purchased transportation expenses by the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration. Previously, reporters were required to submit all purchased transportation expenses under general administration. This change in reporting requirements may affect time-series analyses performed on expenses by function.

In many cases, operating statistics associated with purchased transportation services are not included in the data tables because they are not reported. Table 3.16 presents service supplied and consumed data for purchased transportation separately from directly operated service. Mode specific operating data are identified as being part of a purchased service arrangement by a "P" added to the mode code.

- Identification of Public and Private Transit Systems. The 1984 Annual Report now includes an identification of each transit system that is privately owned in order to clearly distinguish between public and private transit systems. This distinction is based on the reporting transit systems' Form 001 of their Section 15 report where they indicated their type of organization. Where reporters indicated "other" organization on Form 001, their descriptions provided of themselves on Form 005 were used. A "P" following a transit system's Section 15 identification number in the 1984 Annual Report tables indicates that the transit system is privately owned.

- Fleet Size Categories. Several different fleet size categories have been used in the Section 15 Reporting System and annual reports. In the 1984 Annual Report, three fleet size categories are used. These are:

  (1) vehicles operated in maximum service (data from Forms 003 and 004; replaces "revenue vehicles" from Form 001 used in previous annual reports);

  (2) maximum number of vehicles operated in average weekday (same data from Forms 406 and 407 used in the 1983 Annual Report but previously called "vehicles operated in maximum scheduled service"); and

  (3) total active fleet (data from Form 408; replaces "total fleet size" from Form 408 used in previous annual reports).

The above three categories are explained in further detail below. Improvements are being made for further reducing and refining the fleet size categories for future Section 15 annual reports.

Beginning with the 1984 reporting year, Section 15 reporters submitted vehicles operated in maximum service data by mode on Form 003 (directly operated service) and Form 004 (purchased transportation service). Maximum service is the revenue vehicle count taken during the reporter's maximum season of the year, on the week and day that this maximum occurs. It is not taken on a day when a special event or extreme set of circumstances would cause the resulting tally to represent a "one time" event rather than a recurring maximum service requirement. The "vehicles operated in maximum service" characteristic is used as the criterion for grouping transit systems in each of the tables throughout this report. Fleet size categories are for all modes operated. This new fleet size category should provide a more meaningful profile of transit systems' operating characteristics since it does not include spare and stored vehicles in the various performance indicator comparisons in this report. In previous years, the fleet size grouping criterion was the total number of revenue vehicles counted at the end of a reporter's fiscal year. This number was reported on Form 001. Consequently, in some cases the use of vehicles operated in maximum service in the 1984 report significantly decreases the size of fleets from prior year reports. As a result, some systems may be listed in a smaller fleet size category than in previous reports.

In the 1984 and prior year reports, Tables 3.16, 3.18.1, 3.18.2, 3.18.3, and 3.18.4 include vehicle data from Forms 406 and 407. These forms provide the maximum number of vehicles in operation at any time during an average weekday. In the 1983 Annual Report these data were called "vehicles operated in maximum scheduled service." In order to avoid confusion with the above new categories from Forms 003 and 004, the vehicle data from Forms 406 and 407 are now called "maximum number of vehicles operated in average weekday" or "vehicles operated in average weekday maximum service."

In addition, Table 3.17 now provides "total active fleet" data from Form 408 instead of "total fleet size" data from Form 408 which was used in previous annual reports. The active fleet includes those vehicles that are available to operate in revenue service, including vehicles temporarily out of service for routine maintenance and minor repairs.

This total active fleet does not include those vehicles stored, in an emergency contingency fleet, and awaiting sale as was the case for "total fleet size" and thus provides more meaningful data for analyzing vehicle age distributions and other applications concerning transit systems' revenue fleets. Also beginning with the 1984 reporting year, all Form 408 data include only those vehicles owned by the reporting transit system at the end of its fiscal year. In prior year reporting, Form 408 data included all vehicles owned at any time during the year.

- Questionable Data Items. The 1984 Annual Report now includes a code "Q" for those data items not entered in the Section 15 data base because their validity and reliability are questionable. The data affected were those used in the Section 9 apportionment formula where the transit system failed to respond satisfactorily to questions raised during the validation process and/or did not collect the data in accordance with required (UMTA) definitions and requirements.

## 3.2 TRANSIT REVENUES

Tables 3.01 through 3.06 contain information on the types and sources of revenues for individual transit systems. Section 15 only requires revenues to be reported by transit system totals, not by individual modes.

Transit revenue data are presented in the following tables:

3.01 Sources of Transit Revenue and Public Assistance.

Data were compiled from Section 15 Reporting Form 201, "Revenue Summary Schedule," Form 202, "Revenue Detail Schedule," and Form 203, "Revenue Subsidiary Schedule—Sources of Public Assistance." Transit reporters submitting required-level reports complete Form 201, while voluntary-level reporters complete Form 202. All transit systems submit Form 203.

The column headed "Transportation Revenue: Other" combines various revenue object classes, including 402 (Special Transit Fares), 403 (School Bus Service Revenues), 404 (Freight Tariffs), 405 (Charter Service Revenues), and 406 (Auxiliary Transportation Revenues). This should be distinguished from the "Other" in the tenth column, which is from object class 440 (Subsidy from Other Sectors of Operations). These subsidies may include those received from utility rates and from bridge and tunnel tolls. The "Federal—Other" Sources of Public Assistance (column 12) includes such sources as Section 8 Planning and Technical Studies, Section 10 Managerial Training, and Section 18 Rural Assistance Program.

3.02/3.03 State Taxes Dedicated at Their Source for Transit Operations and Local Taxes Dedicated at Their Source for Transit Operations.

Tables 3.02 and 3.03, having identical formats, were compiled from Form 203, and present State and local revenues, respectively. Revenue from dedicated taxes are disaggregated by type of tax (income, sales, property, or other).

Tables 3.02 and 3.03—"Other Taxes" include any other special State or local taxes dedicated at their source to transit such as motor vehicle excise tax and gross receipts tax.

3.04 Sources of Public Capital Assistance for Transit.

Data were compiled from Form 103, "Capital Subsidiary Schedule—Sources of Public Capital Assistance."

Federal sources of assistance are classified either as funds provided under Sections 3, 5, or 9 of the 1964 UMT Act, as amended, or from other sources. State and local sources are divided into "General Revenue" and "Dedicated." Dedicated sources restrict funds to transportation-related expenditures, while transit must compete with other public programs for general revenues. Dedicated sources of funds are disaggregated into "Taxes" (income, sales, etc.), "Tolls" (bridges, tunnels, etc.), or "Other" (State and local bonds, investment income, etc.).

3.05/3.06 State Taxes Dedicated at Their Source for Transit Capital and Local Taxes

Dedicated at Their Source for Transit Capital.

Tables 3.05 and 3.06 also were compiled from Form 103. These two tables further disaggregate the State and local tax revenue for public transit that was shown in Table 3.04.

## POTENTIAL DATA APPLICATIONS

These tables summarize the magnitude and source of transit revenues for individual transit systems. The data in these tables permit analyses of the extent to which specific systems recover operating expenses from fares, and the extent to which they rely on various types of local, State, and/or Federal assistance.

Transit systems can use these data to compare the sources and percentage distributions of their revenue to those of other systems. In general, the data permit cross-sectional and time-series analyses similar to those permitted by the comparable aggregate data in Chapter 2, except that the data in Chapter 3 permit analysts to examine individual systems and to custom define "peer groups." For example, peer groups could be formed based on mode, fleet size, annual operating expenses, or other factors not contained in this report, such as climate and collective bargaining agreements. Comparisons can be made to the individual transit systems in the group, or to overall group averages.

## 3.3 TRANSIT EXPENSES

Tables 3.07 through 3.10 contain information on the types and amounts of expenses incurred by individual transit systems reporting under Section 15. As summarized in Chapter 2, transit expenses are reported (1) by "functions" and (2) by "object classes."

## EXPENSES BY FUNCTION

Functional classes divide operating expenses into four major categories:

- (VO) Vehicle Operations;
- (VM) Vehicle Maintenance;
- (NM) Non-vehicle Maintenance; and
- (GA) General Administration.

Further functional breakdowns are provided by transit systems reporting at voluntary levels A, B, or C. This detail is not contained in this report, but is available on the Section 15 public use tape. (See Chapter 1, Section 1.9.)

Transit systems reporting commuter rail data in 1984 were not required to allocate commuter rail operating expenses by function. Consequently, Tables 3.07 and 3.18.2 do not include commuter rail operating expense data in columns providing functional breakdowns.

As discussed in detail in Chapter 2, analysis of expenses by function must be qualified by the degree to which transit systems uniformly allocate expenses among the various functional categories. This analysis should include careful consideration of Section 15 reporting limitations as well as detailed accounting practices at the specific transit systems being examined.

## EXPENSES BY OBJECT CLASS

Object classes divide operating expenses into such categories as labor, fringe benefits, services, or materials and supplies. More detailed object class breakdowns are provided by the voluntary-level reports, and are available on the Section 15 public use tape. (See Chapter 1, Section 1.9.)

Whereas revenue data were summarized for all modes operated by a transit system, the expense data are disaggregated by mode. For each of the various functional categories, multi-modal transit systems must allocate "joint expenses" to the appropriate modes.

Under Section 15, expenses for multi-modal transit systems are allocated to the individual modes by major function, but not by object class. Consequently, modal totals for object classes such as operators' salaries and wages or utilities exclude joint expenses. The "Joint Expenses" entries in Table 3.09 provide data by object class on those operating expenditures of multi-modal systems which cannot be assigned directly to a particular mode. Because use of joint expense categories varies among transit systems, this could affect comparisons using object class totals (e.g., operators' salaries and wages per vehicle revenue mile).

In addition, transit systems reporting commuter rail data in 1984 were not required to allocate operating expenses within the labor object class (object class codes 501.01 and 501.02) or into the services object class (object class code 503). See additional details under Table 3.08 below.

## RECONCILING EXPENSES

The operating expenses summarized in these tables exclude "reconciling items" (e.g., interest expenses, leases and rentals, and depreciation). Under Section 15, reconciling items are reported only as system totals, and are not disaggregated by mode or functional class. Reconciling items are required to provide an overall total which is consistent with locally published reports. These expenses are reported separately under Section 15 because local accounting practices for handling such items (particularly depreciation and amortization) differ widely.

Generally, analysts using Section 15 data exclude reconciling items from operating expenses. Although this actually understates true operating costs, it resolves the problems inherent in inconsistent treatment of reconciling items. "Operating expenses" used in the "incentive tier" of the Section 9 allocation formula also exclude reconciling items.

Transit expense data for individual transit systems are summarized in the following tables.

3.07 Transit Operating Expenses by Mode and Function.

Data were compiled from a variety of expense report forms: 301 and 310 (R-level); 311 (A-level); 312 (B-level); 313 (C-level), and 315 (A-, B-, and C-levels). Data are listed by mode, and joint expenses are allocated to appropriate modes. Because purchased transportation expenses may distort the financial data associated with service directly operated by a transit system, object classes 508.01 and 508.02 have been subtracted and presented in separate columns.

Transit systems reporting commuter rail data in 1984 were not required to allocate commuter rail operating expenses by function. Consequently Table 3.07 provides the total operating expenses for the commuter rail mode but does not include data for the percent of commuter rail operating expenses by each of the four expense functions except in those cases where the transit system volunteered these data. The symbol "C1" has been used to footnote all applicable commuter rail data where functional breakdowns are not provided.

3.08 Transit Operating Expenses by Mode and Object Class.

Data were compiled from the same forms used for Table 3.07.

Object class categories correspond to those reported on Form 301:

| | |
|---|---|
| 501.01 | —operators' salaries and wages; |
| 501.02 | —other salaries and wages; |
| 502 | —fringe benefits; |
| 503 | —services; |
| 504.01 | —fuel and lubricants; |
| 504.02 | —tires and tubes; |
| 504.99 | —other materials and supplies; |
| 505 | —utilities; |
| 506 | —casualty and liability costs; |
| 508.01 | —purchased transportation (less than 50 revenue vehicles;) |
| 508.02 | —purchased transportation (50 or more revenue vehicles;) |
| -- | —"other" (507-taxes, 509-miscellaneous expense, and 510-expense transfers). |

Although data are listed by mode, Section 15 reporting does not allow joint expenses to be allocated to object classes. Note that for a multi-mode system, the "total expenses" for a particular mode will be lower in Table 3.08 than in Table 3.07. This is because the "joint expenses" have been allocated to modes in Table 3.07, while these expenses can only be reported separately in Table 3.08.

Note: There is an additional column in the 1984 Annual Report Table 3.08 with the heading "JE" for Joint Expenses. Several multi-mode reporters in Table 3.08 have a JE in this column as well as a corresponding expense line in the table for these joint expenses. Joint expenses are those operating expenses of multi-mode agencies which cannot be allocated by object class to a specific mode and are therefore classified as a shared system expense. Further explanation about joint expenses is provided in the above section on expenses by object class.

Transit systems reporting commuter rail data in 1984 were not required to allocate operating expenses within the "Labor" object class (object class codes 501.01 and 501.02). Consequently, Table 3.08 includes all commuter rail labor expenses reported in object class 501 in the "Labor Salaries and Wages-Oper" column and none in the "Labor Salaries and Wages-Other" column. Also, allocation of operating expenses into the "Services" object class (object class code 503) was not required for the commuter rail mode in 1984. The symbol "C2" has been used to footnote the above cases in Table 3.08 concerning breakdowns of commuter rail operating expense object classes.

3.09 Single Mode Motor Bus Transit Systems, Operating Expenses by Function and Object Class.

This table is included because approximately 40 percent of Section 15 reporters operate only motorbus services. Data are cross-classified by major functional and object classes.

Object classes are the same as those in Table 3.08. The function codes used in the table represent the four major functional categories:

- (VO) Vehicle Operations;
- (VM) Vehicle Maintenance;
- (NM) Non-vehicle Maintenance; and
- (GA) General Administration.

3.10 Employer and Employee Paid Fringe Benefits.

Data were derived from Form 331, "Fringe Benefits Subsidiary Schedule." This Form is not required for transit systems with 25 or fewer vehicles operated in maximum service by mode. The information presented represents system totals, because fringe benefit payments are not reported by mode.

### POTENTIAL DATA APPLICATIONS

The expense tables summarize the costs of operating individual transit systems. Data are disaggregated by mode and by function and object classes. These data can be used to compare costs among various transit systems, and to determine potential areas for improvements. As discussed in Chapters 1 and 2, such analysis should incorporate careful examination of all causal factors underlying these differences. This examination can require information beyond that which is obtainable from Section 15.

## 3.4 NON-FINANCIAL OPERATING DATA

Tables 3.11 through 3.17 contain non-financial operating data for individual transit systems.

Efforts have been made to separate directly operated data from purchased transportation statistics. Each table heading indicates whether the data contained in the table are for directly operated data and/or purchased transportation services.

### TRANSIT MAINTENANCE AND SAFETY

Table 3.11 summarizes numbers of roadcalls and other maintenance-related statistics. Table 3.15 presents accident data for individual transit systems. Use of data from these tables for analyses generally requires additional data, such as vehicle miles and age of fleet.

In addition, because the interpretation of what constitutes a roadcall or an accident has not been uniform, these data may not be entirely consistent among transit systems. Thus, roadcall figures should be viewed as gross indicators with some utility for time-series analyses. Analysis of roadcalls as measures of maintenance performance should be undertaken with caution, and requires detailed examinations of how roadcalls were defined and the individual systems' policies for taking vehicles out of service. UMTA is currently working to improve Section 15 definitions of accidents and roadcalls.

## TRANSIT WAY MILEAGE

The term "directional route miles" is defined as the mileage service operates in each direction over routes which public transportation vehicles travel while in revenue service. Directional route miles are a measure of the facility or roadway, not the service carried on the facility, i.e., number of routes or vehicle revenue miles. They are determined by direction of service, but not by the number of traffic lanes or rail tracks existing in a given right-of-way. If vehicles travel in only one direction within a right-of-way, each mile is counted once. If vehicles travel in both directions, each mile is counted twice. A mile of single track over which streetcars operate in both directions represents two directional route miles. And a mile of exclusive busway on which a transit company operates six different routes in only a single direction represents one directional mile, regardless of the number of lanes. Directional route miles are reported on Form 403 and presented in Table 3.13.

## SERVICE SUPPLIED AND SERVICE CONSUMED DATA

"Service supplied" data include vehicle miles, vehicle revenue miles, vehicle hours, and vehicle revenue hours. Beginning in 1984 reporters were asked to indicate both their scheduled and actual vehicle revenue miles of service. The purpose of adding scheduled vehicle revenue miles of service to the data tables is to allow a reporter to indicate whether it may have more or less service than had been originally scheduled. The difference between vehicle miles and vehicle revenue miles represents deadheading. Definitions of the above data terms can be found in Volume II of the Uniform System of Accounts and Records and Reporting System and in UMTA Circular 9030.1.

"Service consumed" data refer to ridership information (measures of use of the service supplied), and include unlinked passenger trips and passenger miles. Because passenger mile data are not normally collected by transit systems as a routine part of their operations, they are among the most difficult to collect. In most instances, they are collected using sampling techniques. While UMTA has suggested several such techniques, transit systems may use any sampling techniques which satisfy precision and confidence requirements of 10 percent and 95 percent, respectively.

Service supplied and service consumed data are reported on Forms 406 (for non-rail modes) and 407 (for rail modes), and are reported in terms of average weekday, average Saturday, and average Sunday. Beginning with the 1984 report year provision was made on Forms 406 and 407 for reporting of annual totals, and the accounting for all days operated. From 1979–1982, the annual totals for service provided and consumed were estimated by assuming the operation of 253 weekday schedules, 53 Saturday schedules, and 59 Sunday and holiday schedules. In the 1983 report year, agencies had the option of either reporting their actual annual data or of UMTA using the above estimates.

The non-financial operating data are provided in the following tables. For multi-modal systems, data are disaggregated by individual mode.

3.11 Revenue Vehicle Maintenance Performance.

Data were compiled from Form 402, "Revenue Vehicle Maintenance Performance and Energy Consumption Schedule." For explanation of maintenance, see above section on transit maintenance and safety.

3.12 Energy Consumption.

Data for this table also were compiled from Form 402.

3.13 Transit Way Mileage.

Data were compiled from Form 403, "Transit Way Mileage Schedule." For explanation of directional route miles, see above section on transit way mileage. Also, note that the format of this table has changed from previous annual reports in order to separate rail and non-rail modes.

3.14 Transit System Employee Count.

Data were compiled from Form 404, "Transit System Employee Count Schedule." Fractional entries result from the fact that numbers of employees are expressed in terms of "employee equivalents" for the year to the nearest one-tenth employee. One employee equivalent is defined as 2,000 labor hours.

3.15 Transit Accidents.

Data were compiled from Form 405, "Transit System Accidents Schedule." For explanation of accidents, see above section on transit maintenance and safety.

3.16 Transit Operating Statistics: Service Supplied and Service Consumed.

This table summarizes transit service supplied and consumed data. These data were compiled from Forms 406 and 407, "Transit System Service Supplied, Service Consumed, Service Personnel & Service Operated Schedule" for non-rail modes and rail modes, respectively. For 1984, this table has an additional column for annual scheduled vehicle revenue miles. The purpose of adding annual scheduled vehicle revenue miles of service to the data tables is to indicate whether a transit system had more or less service than had been originally scheduled. Note that for rail modes, "vehicle" refers to "passenger car." In addition, note that the table format has been changed from previous annual reports. The 1984 Annual Report shifts the column order in order to place side-by-side all columns for vehicle miles and all columns for vehicle hours. Please refer to Section 3.1 for additional information concerning fleet size categories in this table.

3.17 Age Distribution of Revenue Vehicle Inventory.

Data were compiled from Form 408, "Revenue Vehicle Inventory Schedule." Data are shown by vehicle type and age of vehicles in the total active fleets. The vehicle type codes are listed in Chapter 1. The age of a vehicle refers to the number of years since its date of manufacture. The use of "total active fleet" in this table represents a change from previous annual reports which used "total fleet size" data. Please refer to Section 3.1 for specific information concerning this change.

## POTENTIAL DATA APPLICATIONS

The data presented in Tables 3.11 through 3.17 can be used to help answer questions regarding service provided by individual transit systems relative to the investment required. For example, how many employees, how much fuel, and how many vehicles were required to provide that service; how safe was that service; and how much use was made of the service by transit patrons.

## 3.5 PERFORMANCE INDICATORS

Tables 3.18.1 through 3.18.4 contain selected performance indicators for individual transit systems. These indicators are not reported directly, but are computed from other reported data. Usually, these relate measures of service outputs or utilization to measures of resource inputs (e.g., vehicle revenue miles per revenue vehicles, or passenger miles per labor hour). Performance measures are computed separately for each mode, and therefore utilize only data items reported on a modal basis (revenues and reconciling expenses are excluded).

Many additional performance indicators can be computed from Section 15 data and other sources. Again, analysts should note the limitations relating to interpretation and use of any performance indicators, relating primarily to the need to examine underlying or causal factors in greater detail.

There is particularly great potential for distortion if only one or two indicators are viewed in isolation. For example, the single measure "operating expense per unlinked passenger trip" might be very misleading for a system with a disproportionately high number of transfers (caused, for example, by geographical or routing constraints). In general, care should be taken to examine a balanced set of indicators for use in evaluation.

3.18.1 – 3.18.4 Transit Performance Indicators

Beginning with the 1984 report, two data columns were switched between Tables 3.18.3 and 3.18.4 to improve the logical grouping and usefulness of data columns in these tables. The last two columns of Table 3.18.3 that pertain to transit employee ratios were moved to Table 3.18.4 which primarily dealt with employee ratios. Correspondingly, the last three columns of Table 3.18.4 that deal with maintenance and fuel performance ratios were moved to Table 3.18.3 which consists primarily of vehicle related performance ratios.

(Note: Please refer to Section 3.1 for additional information concerning fleet size categories in these tables.)

Transit systems reporting commuter rail data in 1984 were not required to allocate commuter rail operating expenses by function. Consequently, Table 3.18.2 does not include commuter rail data in the four columns providing performance indicators on total operating expenses by function except in those cases where the transit system volunteered these data. The symbol "CI" has been used to footnote all applicable commuter rail data where functional breakdowns are not provided.

### TABLE 3.01 as of 06/02/86

### SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| 1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | 428083.4 | 27.4 | 0.6 | 4.4 | 0.0 | 0.0 | 11.5 | 0.2 | 0.0 | 4.0 | 0.0 | 51.8 |
| 3030 | DC | Washington, D.C.-WMATA | 1699 | 436026.9 | 35.8 | 1.2 | 2.2 | 0.0 | 0.0 | 5.2 | 7.6 | 5.1 | 0.0 | 41.4 | 1.6 |
| 5066 | IL | Chicago-CTA | 2798 | 542508.5 | 50.0 | 0.8 | 1.3 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.9 | 39.6 |
| 1003 | MA | Boston-MBTA | 1187 | 400620.3 | 25.2 | 0.5 | 2.7 | 0.0 | 0.0 | 6.6 | 0.0 | 42.5 | 0.0 | 22.5 | 0.0 |
| 2080 | NJ | Newark-NJT Corp | 2229 | 447245.8 | 50.0 | 2.3 | 3.0 | 0.0 | 0.0 | 9.8 | 1.4 | 33.3 | 0.0 | 0.1 | 0.0 |
| 2008 | NY | New York CTA | 8184 | 2587600.2 | 47.5 | 0.8 | 2.8 | 0.0 | 5.2 | 3.2 | 0.0 | 16.5 | 0.0 | 23.9 | 0.0 |
| 3019 | PA | Philadelphia-SEPTA | 2003 | 434432.9 | 41.1 | 0.4 | 4.5 | 0.0 | 0.0 | 10.6 | 0.8 | 25.5 | 6.5 | 10.4 | 0.2 |
| 3022 | PA | Pittsburgh-PAT | 1001 | 142213.7 | 35.8 | 0.7 | 1.0 | 0.0 | 0.0 | 7.6 | 0.0 | 30.5 | 11.7 | 12.7 | 0.0 |
| 0001 | WA | Seattle Metro | 1113 | 157860.1 | 17.5 | 3.2 | 4.3 | 50.8 | 0.0 | 4.2 | 0.1 | 0.0 | 19.9 | 0.2 | 0.0 |
| 500-999 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | 99435.4 | 32.0 | 0.5 | 3.6 | 0.0 | 0.0 | 7.9 | 0.0 | 5.8 | 0.0 | 0.0 | 50.3 |
| 9015 | CA | San Francisco-MUNI | 856 | 173051.1 | 29.8 | 1.0 | 1.1 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 4.6 | 40.0 | 15.4 |
| 8006 | CO | Denver-RTD | 614 | 113686.8 | 15.6 | 0.4 | 7.0 | 69.5 | 0.0 | 6.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4034 | FL | Miami-Dade Cnty TA | 570 | 99866.8 | 31.1 | 1.1 | 0.1 | 0.0 | 0.0 | 9.8 | 1.7 | 0.0 | 0.9 | 55.2 | 0.0 |
| 4022 | GA | Atlanta-MARTA | 742 | 120234.0 | 27.4 | 1.3 | 19.0 | 0.0 | 0.0 | 5.8 | 0.1 | 0.0 | 0.0 | 0.0 | 46.4 |
| 3034 | MD | Baltimore-MTA | 767 | 103195.2 | 46.5 | 0.7 | 0.0 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 42.4 | 0.0 | 0.0 |
| 5119 | MI | City of Detroit DeptOTr | 609 | 130739.8 | 26.6 | 45.0 | 0.5 | 0.0 | 0.0 | 0.0 | 1.7 | 7.0 | 0.0 | 19.1 | 0.0 |
| 5027 | MN | Minneapolis MTC | 963 | 103393.7 | 31.4 | 0.9 | 2.9 | 0.0 | 0.0 | 9.0 | 0.0 | 14.0 | 0.0 | 0.0 | 41.7 |
| 7006 | MO | St Louis-Bi-State | 625 | 79483.4 | 28.0 | 0.5 | 5.6 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | 7.9 | 0.0 | 43.2 |
| 5015 | OH | Cleveland RTA | 769 | 134666.9 | 28.2 | 0.5 | 1.3 | 52.5 | 0.0 | 10.5 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 |
| 0008 | OR | Portland-Tri-County MTD | 588 | 70188.0 | 25.7 | 0.6 | 4.6 | 58.7 | 0.0 | 8.9 | 0.2 | 0.0 | 0.6 | 0.0 | 0.7 |
| 6004 | TX | Dallas TS | 627 | 50691.9 | 37.3 | 6.1 | 0.4 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 50.5 | 0.0 |
| 6008 | TX | Houston-MTA | 737 | 219766.7 | 11.5 | 0.4 | 12.3 | 75.3 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5008 | WI | Milwaukee County TS | 522 | 63998.8 | 40.0 | 7.5 | 0.0 | 0.0 | 0.0 | 11.6 | 1.0 | 34.1 | 0.0 | 5.7 | 0.0 |
| 250-499 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | 413 | 81229.6 | 20.4 | 0.0 | 8.9 | 0.0 | 0.0 | 12.6 | 0.8 | 0.0 | 0.0 | 0.0 | 57.3 |
| 9016 | CA | San Fran-Golden Gate TD | 262 | 36056.4 | 41.6 | 3.1 | 0.2 | 0.0 | 35.5 | 6.2 | 0.3 | 0.0 | 0.0 | 0.0 | 13.2 |
| 9003 | CA | San Francisco-BART | 327 | 155744.1 | 41.3 | 1.3 | 4.0 | 45.7 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 4.7 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

**SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9009 | CA | San Mateo County District | 263 | 30691.8 | 20.1 | 0.0 | 4.8 | 29.8 | 0.0 | 8.2 | 0.2 | 0.0 | 1.3 | 0.0 | 35.6 |
| 9013 | CA | Santa Clara County TD | 445 | 112030.1 | 8.6 | 0.2 | 11.7 | 48.8 | 0.0 | 6.3 | 0.3 | 0.0 | 1.8 | 0.0 | 22.4 |
| 9002 | HI | Honolulu DOT Service | 416 | 54036.6 | 34.2 | 0.1 | 0.2 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 58.0 | 0.0 |
| 5121 P | IL | Chicago & NW TrCo | 346 | 65036.4 | 70.4 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | 296 | 93763.0 | 30.4 | 0.0 | 5.1 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 45.2 | 0.0 | 14.2 |
| 5113 | IL | Chicago-Suburban Bus Div | 367 | 42385.6 | 2.9 | 0.4 | 0.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 91.9 | 0.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | 400 | 61567.8 | 47.1 | 0.9 | 2.2 | 0.0 | 0.0 | 11.8 | 0.4 | 0.0 | 7.6 | 0.0 | 30.1 |
| 5031 | MI | Detroit - SEMTA | 451 | 90570.2 | 9.7 | 1.2 | 2.3 | 0.0 | 0.0 | 34.9 | 1.2 | 0.0 | 50.6 | 0.0 | 0.0 |
| 2002 | NY | Albany-Capital Dist TA | 258 | 15498.1 | 37.4 | 6.9 | 0.0 | 0.0 | 0.0 | 13.5 | 0.4 | 6.3 | 29.3 | 6.3 | 0.0 |
| 2004 | NY | Buffalo-Niagara Frontier | 382 | 35875.5 | 34.4 | 8.2 | 0.3 | 0.0 | 0.0 | 19.6 | 0.4 | 5.8 | 25.6 | 5.8 | 0.0 |
| 2007 | NY | East Meadow-MSBA | 261 | 39614.4 | 50.4 | 0.6 | 0.5 | 0.0 | 0.0 | 3.5 | 0.0 | 22.7 | 0.0 | 22.2 | 0.0 |
| 2098 | NY | New York-PATH | 260 | 37948.0 | 93.0 | 0.0 | 2.4 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5012 | OH | Cincinnati-SORTA | 330 | 40521.1 | 28.8 | 1.3 | 1.3 | 0.0 | 0.0 | 15.8 | 0.2 | 6.7 | 1.6 | 0.0 | 44.2 |
| 5016 | OH | Columbus-Central Ohio TA | 289 | 30523.8 | 27.2 | 2.5 | 5.9 | 41.9 | 0.0 | 16.6 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 |
| 2001 | PR | San Juan-Metro Bus Auth | 374 | 32842.2 | 24.0 | 0.3 | 0.8 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 0.1 | 38.7 | 0.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | 433 | 43742.2 | 19.6 | 6.4 | 6.4 | 56.7 | 0.0 | 10.4 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | 296 | 31353.5 | 15.1 | 0.9 | 4.2 | 0.0 | 0.0 | 11.9 | 0.5 | 0.0 | 0.6 | 0.0 | 66.8 |
| 3005 | VA | Norfolk-Tidewater TDC | 312 | 17687.6 | 39.3 | 1.1 | 1.9 | 0.0 | 0.0 | 21.7 | 1.0 | 16.9 | 0.0 | 15.5 | 2.5 |
| 5112 | WI | Milwaukee Cty Paratransit | 262 | 3554.3 | 14.7 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 18.4 | 0.0 | 52.3 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | 100 | 8470.1 | 40.0 | 4.4 | 3.1 | 0.0 | 0.0 | 25.1 | 2.4 | 0.0 | 0.0 | 0.0 | 24.9 |
| 9032 | AZ | City of Phoenix TS | 132 | 18376.3 | 0.9 | 0.3 | 0.0 | 0.0 | 0.0 | 46.7 | 0.6 | 0.0 | 14.1 | 37.3 | 0.0 |
| 9033 | AZ | City of Tuscon MTS | 169 | 12799.2 | 21.2 | 0.8 | 0.2 | 0.0 | 0.0 | 16.7 | 0.1 | 0.0 | 19.8 | 41.3 | 0.0 |
| 9124 P | AZ | Phoenix Transit System | 238 | 21862.5 | 27.6 | 3.6 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67.9 | 0.0 |
| 9023 | CA | Long Beach PTC | 146 | 20688.1 | 21.7 | 1.6 | 2.7 | 0.0 | 0.0 | 13.6 | 0.6 | 0.0 | 29.7 | 0.0 | 30.0 |
| 9019 | CA | Sacramento RTD | 189 | 24898.8 | 28.6 | 1.1 | 3.0 | 0.0 | 0.0 | 20.9 | 0.5 | 0.0 | 6.0 | 0.0 | 39.9 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | 11895.9 | 18.4 | 1.9 | 0.2 | 0.0 | 0.0 | 31.0 | 0.5 | 0.0 | 13.5 | 0.0 | 34.5 |
| 9026 | CA | San Diego TS | 209 | 34388.5 | 37.3 | 1.2 | 0.8 | 0.0 | 0.0 | 22.5 | 0.6 | 0.0 | 0.0 | 0.7 | 36.9 |
| 9082 P | CA | San Francisco-MTC-Rides | 134 | 1539.7 | 87.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.9 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1048 P | CT | Hartford-Conn Transit | 207 | 19957.1 | 53.6 | 2.1 | 0.1 | 0.0 | 0.0 | 11.2 | 0.0 | 32.7 | 0.2 | 0.0 | 0.0 |
| 1055 P | CT | New Haven-Conn Transit | 101 | 11911.3 | 44.7 | 1.6 | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 39.9 | 0.0 | 0.0 | 0.0 |
| 3031 | DE | Wilmington-DART | 100 | 7709.4 | 38.8 | 0.6 | 2.8 | 0.0 | 0.0 | 29.2 | 0.0 | 1.1 | 27.2 | 0.1 | 0.2 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | 198 | 19468.9 | 21.1 | 2.3 | 0.0 | 0.0 | 0.0 | 28.5 | 0.0 | 0.0 | 0.0 | 44.5 | 3.6 |
| 4041 | FL | Hillborough Area RTA | 131 | 11851.4 | 24.9 | 2.1 | 1.4 | 39.7 | 0.0 | 30.5 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 |
| 4040 | FL | Jacksonville TA | 183 | 13241.0 | 44.2 | 3.4 | 0.8 | 0.0 | 0.0 | 21.7 | 0.0 | 1.7 | 0.0 | 28.2 | 0.0 |
| 5122 P | IL | Chicago-Burlington North | 171 | 29822.4 | 75.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 |
| 5120 P | IL | Chicago-Illinois Central | 159 | 42383.9 | 46.2 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 |
| 5080 | IL | Des Plaines-No Suburb TD | 103 | 9430.4 | 39.5 | 0.7 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59.2 |
| 5050 | IN | Indianapolis PTC | 207 | 19004.5 | 33.2 | 3.8 | 0.9 | 7.4 | 0.0 | 27.7 | 0.1 | 0.0 | 18.5 | 8.4 | 0.0 |
| 4018 | KY | Louisville-TA River City | 239 | 24084.2 | 22.3 | 1.5 | 5.0 | 0.0 | 0.0 | 18.8 | 0.3 | 0.7 | 0.0 | 0.0 | 51.4 |
| 1073 P | MA | Boston-Caravan | 187 | 232.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 94.8 | 5.2 | 0.0 | 0.0 | 0.0 |
| 1008 | MA | Pioneer Valley TA | 106 | 5119.6 | 16.7 | 0.6 | 4.1 | 0.0 | 0.0 | 15.0 | 2.1 | 28.9 | 0.3 | 0.0 | 32.3 |
| 3051 | MD | Rockville-Ride-On | 136 | 11350.4 | 28.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.8 |
| 5033 | MI | Grand Rapids Area TA | 122 | 6509.9 | 23.8 | 1.5 | 1.1 | 0.0 | 0.0 | 36.2 | 1.0 | 0.0 | 33.4 | 3.0 | 0.0 |
| 7005 | MO | Kansas City Area TA | 235 | 28292.5 | 25.7 | 1.1 | 1.8 | 0.0 | 0.0 | 21.6 | 0.7 | 0.0 | 0.0 | 3.4 | 45.6 |
| 4008 | NC | Charlotte TS | 100 | 8167.3 | 43.9 | 1.6 | 0.3 | 0.0 | 0.0 | 20.6 | 0.0 | 0.0 | 1.4 | 32.1 | 0.0 |
| 7001 | NE | Lincoln Transp. System | 118 | 3989.0 | 30.0 | 4.0 | 0.5 | 0.0 | 0.0 | 4.1 | 24.0 | 16.5 | 0.0 | 20.7 | 0.0 |
| 7002 | NE | TA of Omaha | 174 | 13626.6 | 30.0 | 4.3 | 2.5 | 27.2 | 0.0 | 22.5 | 0.5 | 13.1 | 0.0 | 0.0 | 0.0 |
| 2072 | NY | Hauppage-Suffolk Transit | 100 | 5010.0 | 29.2 | 0.0 | 0.0 | 0.0 | 0.0 | 13.2 | 0.0 | 6.6 | 33.6 | 17.4 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | 188 | 22189.4 | 69.6 | 0.2 | 1.6 | 0.0 | 0.0 | 10.2 | 0.0 | 4.0 | 0.0 | 4.0 | 10.3 |
| 2040 | NY | New York Bus Tours, Inc. | 184 | 14329.1 | 86.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 10.0 | 0.8 | 0.0 |
| 2038 | NY | New York-Green Bus Lines | 156 | 31326.6 | 51.2 | 0.2 | 1.1 | 0.0 | 0.0 | 2.7 | 0.0 | 14.8 | 0.0 | 14.8 | 15.2 |
| 2043 | NY | Queens Transit Corp | 185 | 31207.1 | 48.5 | 3.5 | 2.0 | 0.0 | 0.0 | 3.3 | 0.0 | 33.5 | 0.0 | 9.1 | 0.0 |
| 2113 | NY | Rochester-RTS | 211 | 21545.1 | 46.2 | 3.3 | 0.1 | 0.0 | 0.0 | 9.7 | 0.0 | 31.7 | 0.0 | 9.1 | 0.0 |
| 2045 | NY | Steinway Transit Corp. | 108 | 17225.3 | 54.9 | 2.8 | 3.2 | 0.0 | 0.0 | 6.7 | 0.0 | 23.9 | 0.0 | 8.4 | 0.0 |
| 2018 | NY | Syracuse-CNY Centro | 184 | 12986.9 | 32.2 | 6.7 | 0.1 | 0.0 | 0.0 | 12.3 | 0.6 | 35.8 | 0.0 | 7.0 | 5.2 |
| 2079 P | NY | Yonkers-Liberty Lines | 227 | 29458.9 | 62.4 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 0.0 | 22.3 | 4.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | 160 | 17476.4 | 78.2 | 2.9 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | 1.4 |
| 5010 | OH | Akron-Metropolitan RTA | 154 | 10401.9 | 21.3 | 1.5 | 2.8 | 35.5 | 0.0 | 23.4 | 0.0 | 11.0 | 2.3 | 2.3 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

## SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5017 | OH | Dayton Miami Valley RTA | 182 | 29666.1 | 17.9 | 2.0 | 9.9 | 50.4 | 0.0 | 13.1 | 0.0 | 5.9 | 0.8 | 0.0 | 0.0 |
| 5022 | OH | Toledo RTA | 178 | 12360.4 | 23.1 | 15.7 | 4.1 | 19.7 | 0.0 | 23.9 | 0.0 | 13.6 | 0.0 | 0.0 | 0.0 |
| 1001 | RI | Providence-Rhode Is PTA | 201 | 19908.0 | 35.5 | 1.1 | 3.0 | 0.0 | 0.0 | 29.5 | 0.1 | 30.7 | 0.0 | 0.0 | 0.0 |
| 4003 | TN | Memphis Area TA | 146 | 18623.7 | 41.0 | 2.4 | 0.5 | 0.0 | 0.0 | 24.3 | 1.9 | 1.5 | 1.3 | 27.2 | 0.0 |
| 4004 | TN | Nashville-MTA | 137 | 9718.9 | 41.4 | 4.0 | 3.1 | 0.0 | 0.0 | 22.4 | 0.9 | 2.0 | 1.1 | 25.0 | 0.0 |
| 6006 | TX | El Paso PTA | 112 | 8478.6 | 42.9 | 2.9 | 0.1 | 0.0 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 27.0 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | 106 | 8721.8 | 34.8 | 6.1 | 1.5 | 0.0 | 0.0 | 30.3 | 0.0 | 0.0 | 0.0 | 27.3 | 0.0 |
| 3006 | VA | Gr Richmond Transit Comp | 173 | 14742.3 | 55.9 | 1.5 | 0.8 | 0.0 | 0.0 | 21.4 | 0.0 | 16.0 | 0.0 | 4.4 | 0.0 |
| 3004 | VA | Hampton-Pentran | 101 | 5503.4 | 33.0 | 2.0 | 2.1 | 0.0 | 0.0 | 31.6 | 0.8 | 24.3 | 0.0 | 6.2 | 0.0 |
| 0002 | WA | Spokane Transit Authority | 124 | 13317.9 | 23.5 | 1.5 | 1.4 | 56.3 | 0.0 | 9.7 | 0.5 | 0.0 | 0.0 | 0.0 | 7.1 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | 183 | 22384.3 | 12.0 | 0.7 | 3.4 | 73.7 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5005 | WI | Madison Metro | 226 | 14908.7 | 35.5 | 1.3 | 0.1 | 0.0 | 0.0 | 8.6 | 0.0 | 34.4 | 0.0 | 19.9 | 0.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | 67 | 7285.0 | 16.4 | 0.5 | 5.4 | 0.0 | 0.0 | 8.6 | 0.0 | 1.2 | 0.0 | 68.0 | 0.0 |
| 6033 | AR | Little Rock-Metroplan | 51 | 3980.4 | 28.4 | 2.6 | 0.1 | 0.0 | 0.0 | 31.0 | 5.1 | 0.0 | 1.2 | 31.6 | 0.0 |
| 9078 | CA | Central Contra Costa TS | 58 | 5759.5 | 15.5 | 0.2 | 2.8 | 0.0 | 0.0 | 29.4 | 0.6 | 0.0 | 0.0 | 0.0 | 51.5 |
| 9027 | CA | Fresno TS | 76 | 9370.0 | 21.3 | 0.2 | 0.5 | 0.0 | 0.0 | 20.1 | 0.2 | 7.4 | 0.0 | 0.0 | 50.2 |
| 9030 | CA | N San Diego Transit Dev | 92 | 13151.5 | 24.6 | 0.8 | 2.5 | 0.0 | 0.0 | 18.0 | 0.3 | 0.0 | 0.3 | 0.0 | 53.5 |
| 9031 | CA | Riverside Transit Agency | 71 | 5485.6 | 20.7 | 0.0 | 1.6 | 0.0 | 0.0 | 34.7 | 2.7 | 0.3 | 21.4 | 0.0 | 18.5 |
| 9095 | CA | San Diego Reg Trans Serv | 98 | 8053.7 | 24.8 | 1.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.1 | 72.1 |
| 9075 | CA | San Francisco-Caltrans | 97 | 22922.3 | 35.1 | 0.0 | 0.9 | 0.0 | 1.7 | 8.7 | 0.0 | 0.0 | 26.8 | 1.3 | 25.4 |
| 9006 | CA | Santa Cruz MTD | 59 | 11932.0 | 12.0 | 3.7 | 4.4 | 0.0 | 0.0 | 3.9 | 0.4 | 0.0 | 5.6 | 0.1 | 69.8 |
| 9008 | CA | Santa Monica Muni Bus | 95 | 10266.4 | 52.2 | 4.1 | 10.9 | 0.0 | 0.0 | 16.9 | 0.8 | 0.0 | 6.7 | 0.0 | 8.4 |
| 9012 | CA | Stockton MTD | 50 | 4987.5 | 16.4 | 1.1 | 3.9 | 0.0 | 1.2 | 15.1 | 0.0 | 0.0 | 53.7 | 8.6 | 0.0 |
| 8005 | CO | Colorado Springs Transit | 61 | 3910.0 | 28.1 | 1.9 | 0.0 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 0.0 | 34.0 | 0.0 |
| 1050 | CT | Greater Bridgeport TD | 55 | 5954.9 | 40.2 | 0.0 | 0.2 | 0.0 | 0.0 | 11.4 | 8.6 | 36.5 | 0.0 | 3.1 | 0.0 |
| 1017 | CT | Greater Hartford TD | 66 | 1835.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 49.9 | 0.0 | 0.0 | 0.0 | 39.5 | 10.4 |
| 4035 | FL | Orlando TCT | 72 | 6383.5 | 36.5 | 2.8 | 1.6 | 0.0 | 0.0 | 30.6 | 0.0 | 2.9 | 1.5 | 24.1 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | 65 | 4890.4 | 18.7 | 2.0 | 0.3 | 38.1 | 0.0 | 38.9 | 0.0 | 0.0 | 1.0 | 0.0 | 1.1 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4039 | FL | St. Petersburg MuTSys | 59 | 6122.2 | 32.8 | 3.2 | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 0.0 | 0.5 | 32.3 | 0.0 |
| 7010 | IA | Des Moines MTA | 94 | 7229.6 | 32.4 | 13.6 | 0.6 | 0.0 | 2.2 | 21.8 | 0.2 | 2.8 | 0.0 | 26.4 | 0.0 |
| 5056 | IL | Greater Peoria Mass TD | 51 | 4350.9 | 19.6 | 1.8 | 1.6 | 17.7 | 0.0 | 15.4 | 0.0 | 0.0 | 37.3 | 6.5 | 0.0 |
| 5058 | IL | Rockford MTD | 51 | 3235.0 | 22.0 | 1.4 | 0.9 | 0.0 | 0.0 | 37.2 | 0.0 | 0.0 | 33.0 | 5.5 | 0.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | 54 | 5908.2 | 39.0 | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60.6 |
| 5086 | IL | Transit Mgmt of Wst Towns | 78 | 8156.2 | 37.8 | 0.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.5 | 0.0 |
| 5044 | IN | Fort Wayne PTC | 54 | 4588.0 | 20.3 | 1.1 | 1.3 | 28.6 | 0.0 | 31.4 | 0.8 | 16.5 | 0.0 | 0.0 | 0.0 |
| 5052 | IN | South Bend PTC | 52 | 4655.7 | 23.9 | 1.9 | 0.4 | 0.0 | 0.0 | 37.5 | 0.0 | 13.4 | 0.0 | 22.8 | 0.0 |
| 4019 | KY | Ft Wright-TA No Kentucky | 86 | 6115.2 | 39.9 | 3.0 | 2.5 | 0.0 | 0.0 | 16.9 | 0.6 | 0.0 | 0.9 | 0.0 | 36.1 |
| 4017 | KY | Lexington-LEXTRAN | 55 | 3737.0 | 20.3 | 5.4 | 0.4 | 0.0 | 0.0 | 37.7 | 0.0 | 0.0 | 0.0 | 27.4 | 8.7 |
| 6022 | LA | Baton Rouge-Cap Transp Co | 62 | 3775.4 | 26.7 | 24.2 | 0.0 | 0.0 | 0.0 | 35.1 | 0.0 | 0.0 | 0.0 | 13.9 | 0.0 |
| 1004 | MA | Brockton Area TA | 64 | 5973.0 | 20.5 | 9.8 | 0.8 | 0.0 | 0.0 | 21.6 | 0.0 | 29.8 | 0.0 | 17.5 | 0.0 |
| 1006 | MA | New Bedford SERTA | 81 | 5901.4 | 22.2 | 2.0 | 2.9 | 0.0 | 0.0 | 35.4 | 0.0 | 18.5 | 0.0 | 18.9 | 0.0 |
| 1089 P | MA | Springfield Transit Mgmt | 74 | 5648.6 | 33.9 | 4.7 | 2.9 | 0.0 | 0.0 | 12.5 | 0.0 | 23.0 | 0.0 | 0.0 | 23.0 |
| 1014 | MA | Worcester RTA | 91 | 7227.9 | 35.1 | 0.3 | 1.7 | 0.0 | 0.0 | 19.6 | 2.1 | 21.2 | 0.0 | 16.5 | 3.5 |
| 5029 | MI | Bay City-Bay Metro Transp | 51 | 3153.2 | 5.3 | 8.1 | 1.4 | 0.0 | 0.0 | 14.1 | 5.4 | 30.7 | 0.0 | 0.0 | 34.9 |
| 5032 | MI | Flint-MTA | 61 | 5388.7 | 23.4 | 2.4 | 0.6 | 0.0 | 1.2 | 33.2 | 0.7 | 31.0 | 0.0 | 7.5 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | 77 | 7695.4 | 17.5 | 0.7 | 5.0 | 29.6 | 0.0 | 19.4 | 1.3 | 0.0 | 26.3 | 0.2 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | 53 | 6662.9 | 17.9 | 0.4 | 8.4 | 0.0 | 0.0 | 17.2 | 1.7 | 0.0 | 30.3 | 1.3 | 22.8 |
| 5025 | MN | Duluth TA | 71 | 6166.6 | 23.0 | 25.3 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 38.4 | 0.0 | 0.0 | 6.3 |
| 4007 | NC | Raleigh-N.C. Transit Div | 51 | 3176.8 | 37.5 | 6.6 | 0.5 | 0.0 | 0.0 | 27.7 | 0.0 | 1.0 | 0.0 | 26.7 | 0.0 |
| 4012 | NC | Winston-Salem TA | 64 | 2913.0 | 34.4 | 13.1 | 0.8 | 0.0 | 0.0 | 26.2 | 0.0 | 0.5 | 0.0 | 2.0 | 23.1 |
| 2092 P | NJ | Bergenfield-Rockland TC | 68 | 7982.0 | 76.6 | 23.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2075 | NJ | Lindenwold-PATCO | 94 | 13898.5 | 97.8 | 0.5 | 0.8 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6019 | NM | Albuquerque-Sun-Tran | 94 | 8063.9 | 22.9 | 1.0 | 0.3 | 0.0 | 0.0 | 24.9 | 0.0 | 0.0 | 0.0 | 51.4 | 0.0 |
| 2073 | NY | Brooklyn-Command Bus Co | 81 | 9806.5 | 81.9 | 1.2 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 4.1 | 0.0 | 4.1 | 0.7 |
| 2012 P | NY | Mountain View Coach Lines | 65 | 8050.4 | 44.5 | 35.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 | 0.0 | 0.0 | 0.0 |
| 2039 | NY | New York-Jamaica Bus | 96 | 16758.8 | 48.2 | 4.7 | 0.9 | 0.0 | 0.0 | 6.4 | 0.0 | 15.9 | 0.0 | 15.9 | 8.0 |
| 2076 | NY | Westchester County DOT | 51 | 20793.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 60.3 | 0.0 | 29.2 | 0.0 |
| 6017 | OK | Central Oklahoma PTA | 84 | 7488.5 | 18.3 | 4.6 | 0.7 | 0.0 | 7.3 | 38.8 | 0.8 | 1.2 | 0.0 | 28.2 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

## SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6018 | OK | Metropolitan Tulsa TA | 87 | 7084.9 | 18.8 | 3.5 | 2.6 | 0.0 | 2.0 | 35.5 | 0.0 | 0.0 | 0.0 | 36.0 | 1.7 | |
| 0007 | OR | Eugene-Lane County MTD | 62 | 7608.1 | 17.3 | 0.9 | 2.2 | 62.7 | 0.0 | 11.7 | 0.1 | 5.0 | 0.0 | 0.0 | 0.0 | |
| 3010 | PA | Allentown-LANTA | 59 | 4555.6 | 30.7 | 1.5 | 3.2 | 0.0 | 0.0 | 34.1 | 0.0 | 11.4 | 14.1 | 5.1 | 0.0 | |
| 3013 | PA | Erie MTA | 59 | 4582.1 | 31.3 | 3.2 | 1.3 | 0.0 | 0.0 | 21.9 | 0.8 | 15.5 | 10.0 | 6.4 | 9.5 | |
| 3014 | PA | Harrisburg-CAT | 66 | 4916.3 | 39.4 | 1.0 | 2.2 | 0.0 | 0.5 | 29.0 | 0.1 | 15.4 | 9.0 | 3.3 | 0.0 | |
| 3024 | PA | Reading-BARTA | 63 | 5091.8 | 41.2 | 2.4 | 2.3 | 0.0 | 0.0 | 23.6 | 0.0 | 4.0 | 24.8 | 1.7 | 0.0 | |
| 4061 P | SC | Charleston-SCE&G Co. | 53 | 1562.8 | 91.0 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4001 | TN | Chattanooga Area RTA | 77 | 4889.9 | 41.0 | 6.4 | 0.5 | 0.0 | 0.0 | 26.4 | 1.1 | 1.8 | 0.1 | 22.6 | 0.0 | |
| 4002 | TN | Knoxville Trans Auth | 57 | 4989.8 | 30.3 | 7.3 | 0.3 | 0.0 | 0.0 | 35.6 | 0.1 | 1.7 | 0.0 | 24.7 | 0.0 | |
| 6002 | TX | Austin TS | 93 | 7451.0 | 21.5 | 3.2 | 0.0 | 0.0 | 0.0 | 25.6 | 0.4 | 0.0 | 0.0 | 49.3 | 0.0 | |
| 6003 | TX | Corpus Christi TS | 51 | 4005.7 | 13.9 | 9.1 | 19.3 | 0.0 | 0.0 | 30.5 | 0.0 | 1.6 | 0.0 | 25.6 | 0.0 | |
| 0020 | WA | Kitsap County Transit | 70 | 4765.6 | 7.1 | 6.1 | 0.8 | 0.0 | 0.0 | 8.5 | 0.9 | 0.0 | 76.6 | 0.0 | 0.0 | |
| 0029 | WA | Lynnwood-Comm. Transit | 53 | 10635.4 | 5.5 | 0.8 | 10.0 | 41.4 | 0.0 | 0.0 | 0.9 | 0.0 | 41.4 | 0.0 | 0.0 | |
| 0018 | WA | Pasco-Ben Franklin Tr | 72 | 6059.1 | 7.0 | 1.1 | 7.4 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 84.5 | 0.0 | 0.0 | |
| 0024 | WA | Vancouver-C-Tran | 61 | 5695.8 | 11.0 | 0.0 | 9.5 | 49.3 | 0.0 | 8.7 | 0.1 | 0.0 | 21.5 | 0.0 | 0.0 | |
| 3001 | WV | Charlestn-Kanawha Vly RTA | 50 | 5434.1 | 32.0 | 1.3 | 2.2 | 0.0 | 0.0 | 21.8 | 0.0 | 0.0 | 1.4 | 0.0 | 41.3 | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | 36 | 3262.6 | 34.2 | 1.5 | 1.6 | 0.0 | 0.0 | 32.1 | 0.0 | 0.0 | 0.0 | 30.7 | 0.0 | |
| 4044 | AL | Montgomery Area TS | 30 | 1959.5 | 58.6 | 1.9 | 0.1 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 | 19.1 | 0.0 | |
| 9004 | CA | Bakrsfld-Golden Empire TD | 38 | 4671.8 | 17.4 | 0.1 | 2.1 | 0.0 | 0.0 | 36.8 | 0.1 | 0.0 | 0.5 | 0.0 | 42.9 | |
| 9010 | CA | City of Torrance TS | 30 | 4535.2 | 18.3 | 1.9 | 0.1 | 0.0 | 0.0 | 11.6 | 0.2 | 0.0 | 3.6 | 3.2 | 61.1 | |
| 9042 | CA | Gardena-Municipal Bus | 40 | 4121.7 | 19.3 | 0.4 | 4.4 | 0.0 | 0.0 | 11.5 | 0.4 | 0.0 | 4.0 | 0.0 | 60.1 | |
| 9077 | CA | Los Angeles Cnty Trans Co | 29 | 661.9 | 9.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 10.3 | 1.2 | 64.6 | |
| 9007 | CA | Modesto Intracity Transit | 29 | 2255.6 | 18.1 | 0.1 | 0.2 | 0.0 | 0.0 | 40.8 | 0.0 | 0.0 | 33.5 | 0.0 | 7.3 | |
| 9041 | CA | Montebello Muni Bus lines | 31 | 4149.6 | 23.0 | 4.8 | 0.0 | 0.0 | 0.0 | 14.1 | 0.3 | 31.1 | 0.0 | 0.0 | 26.6 | |
| 9062 | CA | Monterey-Salinas Transit | 40 | 3771.1 | 40.9 | 1.1 | 2.6 | 0.0 | 0.0 | 27.4 | 0.7 | 0.0 | 6.4 | 0.0 | 21.0 | |
| 9020 | CA | Santa Barbara MTD | 49 | 5634.9 | 31.7 | 0.6 | 2.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 44.8 | 0.0 | 3.8 | |
| 9028 | CA | Vallejo Transit | 25 | 1356.5 | 21.3 | 0.5 | 0.6 | 0.0 | 0.0 | 17.0 | 3.9 | 0.0 | 0.0 | 0.0 | 56.7 | |
| 1057 | CT | Norwalk TD | 32 | 2227.1 | 30.0 | 0.1 | 0.7 | 0.0 | 0.0 | 12.0 | 2.1 | 38.3 | 0.0 | 17.0 | 0.0 | |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1068 P | CT | Waterbury-Northeast Trans | 33 | 2366.3 | 44.9 | 0.4 | 0.1 | 0.0 | 0.0 | 12.0 | 0.0 | 41.2 | 0.0 | 1.3 | 0.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | 36 | 456.0 | 1.8 | 51.2 | 0.7 | 0.0 | 22.8 | 22.8 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | 30 | 1604.4 | 17.0 | 0.8 | 0.0 | 0.0 | 0.0 | 31.3 | 6.8 | 0.0 | 10.2 | 32.3 | 1.6 |
| 4030 | FL | Gainesville-RTS | 35 | 2631.5 | 40.2 | 1.6 | 1.4 | 0.0 | 0.0 | 28.2 | 0.3 | 0.0 | 14.7 | 0.0 | 13.5 |
| 4048 | FL | Merritt Is-Consol Agency | 28 | 1245.3 | 0.0 | 4.9 | 1.0 | 0.0 | 0.0 | 46.7 | 5.9 | 19.8 | 0.0 | 21.6 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | 27 | 2813.5 | 24.2 | 1.5 | 8.1 | 0.0 | 0.0 | 25.1 | 0.0 | 0.0 | 0.7 | 0.0 | 40.4 |
| 4036 | FL | Tallahassee-TALTRAN | 44 | 2941.2 | 24.8 | 11.3 | 2.5 | 0.0 | 0.0 | 27.1 | 0.3 | 1.1 | 0.0 | 32.9 | 0.0 |
| 4037 | FL | W Plm Bch-Florida Transit | 49 | 4873.4 | 20.4 | 7.3 | 0.2 | 0.0 | 0.0 | 34.7 | 5.2 | 0.0 | 0.0 | 32.2 | 0.0 |
| 4023 | GA | Augusta TD | 26 | 1783.1 | 33.8 | 1.1 | 0.1 | 0.0 | 0.0 | 32.5 | 0.0 | 0.0 | 0.0 | 32.5 | 0.0 |
| 4024 | GA | Columbus-METRA | 33 | 2272.0 | 40.7 | 5.2 | 0.0 | 0.0 | 0.0 | 28.8 | 0.3 | 0.0 | 0.0 | 25.0 | 0.0 |
| 4025 | GA | Savannah TA | 39 | 4010.5 | 51.9 | 2.6 | 0.2 | 0.0 | 0.0 | 23.4 | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 |
| 7008 | IA | Cedar Rapids Bus Depart | 33 | 2670.9 | 21.7 | 0.9 | 5.5 | 0.0 | 0.0 | 25.5 | 0.0 | 2.6 | 0.0 | 43.9 | 0.0 |
| 7018 | IA | City of Iowa City Transit | 29 | 1699.9 | 45.1 | 1.1 | 0.9 | 0.0 | 0.0 | 0.0 | 3.6 | 7.1 | 0.0 | 42.2 | 0.0 |
| 7012 | IA | Sioux City TS | 26 | 1425.7 | 28.9 | 0.5 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 4.0 | 0.5 | 0.0 | 30.8 |
| 7013 | IA | Waterloo-Black Hawk Cnty | 40 | 1797.6 | 14.4 | 0.9 | 4.6 | 0.0 | 0.0 | 40.1 | 0.0 | 4.5 | 0.0 | 35.5 | 0.0 |
| 0011 | ID | Boise-Urban Stages | 27 | 1739.7 | 17.7 | 3.2 | 2.6 | 0.0 | 0.0 | 35.0 | 2.4 | 0.3 | 0.0 | 38.9 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | 40 | 4931.4 | 19.2 | 2.8 | 1.7 | 0.0 | 0.0 | 15.4 | 0.0 | 27.6 | 1.3 | 0.0 | 32.0 |
| 5061 | IL | Decatur Public TS | 25 | 1575.7 | 20.7 | 1.5 | 0.1 | 0.0 | 0.0 | 37.5 | 1.9 | 31.9 | 0.0 | 6.3 | 0.0 |
| 5075 | IL | Joliet Mass TD | 42 | 2508.7 | 26.9 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.6 |
| 5057 | IL | Rock Island County MTD | 32 | 3067.6 | 16.6 | 0.4 | 1.6 | 23.2 | 0.0 | 26.1 | 0.0 | 0.0 | 32.2 | 0.0 | 0.0 |
| 5059 | IL | Springfield MTD | 39 | 3243.2 | 21.6 | 0.9 | 4.2 | 20.5 | 0.0 | 22.4 | 0.0 | 29.9 | 0.0 | 0.0 | 0.4 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | 28 | 2357.3 | 31.3 | 4.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64.3 | 0.0 |
| 5045 | IN | Gary PTC | 26 | 5461.7 | 28.5 | 15.8 | 9.5 | 14.8 | 0.0 | 18.8 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 |
| 5048 P | IN | Hammand-Lake County EOC | 26 | 583.3 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 34.5 | 29.5 | 16.1 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | 49 | 3903.8 | 28.6 | 2.2 | 1.6 | 0.0 | 0.0 | 34.4 | 0.0 | 0.0 | 0.0 | 0.0 | 33.2 |
| 6021 P | LA | Harahan-Louisiana Tran Co | 27 | 3026.5 | 79.5 | 2.1 | 0.2 | 0.0 | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 |
| 6024 | LA | Shreveport Area TS | 45 | 4558.0 | 39.7 | 3.6 | 0.0 | 0.0 | 0.0 | 28.6 | 0.0 | 11.8 | 0.0 | 16.2 | 0.0 |
| 1061 | MA | Fitchbrg-Montachusett RTA | 31 | 1242.8 | 20.1 | 0.3 | 3.0 | 0.0 | 0.0 | 24.8 | 4.8 | 28.3 | 0.0 | 18.7 | 0.0 |
| 1005 | MA | Lowell RTA | 37 | 2138.1 | 25.2 | 0.4 | 11.4 | 0.0 | 0.0 | 31.5 | 0.0 | 15.7 | 0.0 | 15.7 | 0.0 |
| 1013 | MA | Merrimack Valley TA | 45 | 3690.4 | 13.6 | 0.9 | 2.4 | 0.0 | 0.0 | 26.0 | 0.0 | 14.2 | 29.7 | 13.2 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

**SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1016 | ME | Gr Portland Transit Dist | 38 | 2938.0 | 27.4 | 0.8 | 7.5 | 0.0 | 0.0 | 27.5 | 0.5 | 2.2 | 0.0 | 34.1 | 0.0 |
| 5034 P | MI | Jackson PTC | 29 | 1296.3 | 15.8 | 9.9 | 2.4 | 0.0 | 0.0 | 32.8 | 5.7 | 4.5 | 24.0 | 4.6 | 0.3 |
| 5035 | MI | Kalamazoo Metro TS | 39 | 3519.2 | 19.4 | 2.0 | 0.5 | 0.0 | 0.0 | 25.3 | 0.1 | 39.1 | 0.0 | 13.6 | 0.0 |
| 5039 | MI | Saginaw TS | 36 | 2155.6 | 12.6 | 0.7 | 7.1 | 0.0 | 2.2 | 31.0 | 0.0 | 0.0 | 23.2 | 23.3 | 0.0 |
| 7003 | MO | Springfield City Utility | 26 | 2680.9 | 13.7 | 0.4 | 0.0 | 0.0 | 0.0 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 61.2 |
| 4015 | MS | Jackson-JATRAN | 38 | 2716.1 | 30.3 | 2.4 | 0.1 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 0.0 | 31.2 | 0.0 |
| 8004 | MT | Billings Metro Transit | 31 | 1777.6 | 10.2 | 0.7 | 0.5 | 0.0 | 0.0 | 26.5 | 0.0 | 0.8 | 4.1 | 0.0 | 57.2 |
| 4051 | NC | Chapel Hill Transit | 33 | 2125.7 | 27.6 | 1.3 | 2.5 | 0.0 | 0.0 | 31.8 | 0.0 | 0.0 | 13.0 | 0.0 | 23.8 |
| 1002 | NH | Manchester TA | 32 | 2298.2 | 23.5 | 14.7 | 1.5 | 0.0 | 0.0 | 27.9 | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | 32 | 676.0 | 29.9 | 0.0 | 0.0 | 0.0 | 0.0 | 15.3 | 17.5 | 14.8 | 0.0 | 22.5 | 0.0 |
| 9045 P | NV | Las Vegas Transit | 25 | 3498.8 | 97.2 | 0.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | 25 | 677.0 | 1.8 | 5.0 | 0.0 | 0.0 | 0.0 | 47.3 | 0.0 | 0.0 | 21.5 | 24.4 | 0.0 |
| 9001 | NV | Reno-RTC of Washoe | 30 | 6893.7 | 19.8 | 0.0 | 7.4 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 | 58.4 | 0.0 |
| 2003 | NY | Broome Cnty Pub Trans | 45 | 3269.9 | 26.5 | 9.0 | 1.5 | 0.0 | 3.1 | 15.8 | 1.2 | 4.8 | 31.2 | 4.8 | 2.2 |
| 2099 | NY | Staten Island Rapid Trans | 36 | 12360.6 | 38.2 | 6.6 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.4 | 0.0 | 37.1 |
| 2021 | NY | Utica TA | 34 | 2538.9 | 30.1 | 1.3 | 0.6 | 0.0 | 0.0 | 27.7 | 0.0 | 0.0 | 31.8 | 8.4 | 0.0 |
| 5011 | OH | Canton RTA | 39 | 4396.7 | 9.3 | 0.8 | 0.8 | 34.5 | 0.0 | 34.0 | 0.0 | 11.2 | 3.1 | 0.1 | 6.2 |
| 5024 | OH | Youngstown-Western Res | 38 | 4494.6 | 11.0 | -3.0 | 1.4 | 37.6 | 0.0 | 36.9 | 1.2 | 12.4 | 2.5 | 0.0 | 0.1 |
| 0025 | OR | Salem Area MTD | 44 | 5210.2 | 11.5 | 0.9 | 2.0 | 44.0 | 0.0 | 12.9 | 0.3 | 28.4 | 0.0 | 0.0 | 0.0 |
| 3011 | PA | Altoona-Amtran | 25 | 1464.9 | 13.5 | 3.5 | 1.2 | 0.0 | 0.0 | 39.0 | 0.0 | 9.3 | 16.2 | 3.5 | 13.9 |
| 3015 | PA | Kingston-Luzerne Cnty TA | 45 | 4264.5 | 30.6 | 1.7 | 0.1 | 0.0 | 0.0 | 34.4 | 0.3 | 10.3 | 25.1 | 4.2 | -6.9 |
| 3018 | PA | Lancaster-Red Rose TA | 30 | 2135.4 | 43.7 | 5.7 | 0.4 | 0.0 | 0.0 | 25.8 | 0.0 | 4.0 | 19.0 | 1.5 | 0.0 |
| 3025 | PA | Scranton-Lackawanna TA | 26 | 3366.5 | 24.4 | 0.9 | 0.9 | 0.0 | 0.0 | 25.2 | 0.0 | 17.8 | 21.9 | 8.7 | 0.0 |
| 3054 | PA | St College-Centre ArTAu | 29 | 1240.6 | 48.1 | 1.7 | 0.7 | 0.0 | 0.0 | 25.7 | 1.1 | 16.0 | 3.5 | 3.0 | 0.0 |
| 4053 | SC | Greenville TA | 28 | 1521.7 | 21.9 | 0.8 | 1.8 | 0.0 | 5.4 | 31.1 | 8.9 | 9.5 | 0.0 | 20.5 | 0.0 |
| 8014 | SD | Rapid City Transit System | 25 | 210.9 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38.8 | 0.0 | 0.0 | 0.0 | 27.3 | 11.5 |
| 6010 | TX | City of Lubbock | 26 | 1934.3 | 21.3 | 1.7 | 0.0 | 0.0 | 0.0 | 38.5 | 0.0 | 0.0 | 0.0 | 38.5 | 0.0 |
| 3007 | VA | Gr. Roanoke Transit Co. | 25 | 2091.4 | 36.9 | 1.7 | 1.0 | 0.0 | 0.0 | 30.4 | 0.0 | 15.2 | 0.0 | 14.8 | 0.0 |
| 0021 | WA | Bellingham Muni Transit | 30 | 1980.8 | 0.1 | 0.3 | 3.7 | 0.0 | 2.5 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 85.1 |
| 0005 | WA | City of Everett Trans. | 35 | 3618.7 | 7.8 | 0.2 | 9.0 | 0.0 | 0.0 | 26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 56.2 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | ·UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 0019 | WA | Olympia-Intercity Transit | 30 | 4198.7 | 7.8 | 0.7 | 8.2 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 80.4 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | 30 | 2106.4 | 7.7 | 1.6 | 2.9 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 2.9 | 81.8 |
| 5001 | WI | Appleton-Valley Transit | 32 | 2014.6 | 23.4 | 0.8 | 0.2 | 0.0 | 0.0 | 38.3 | 0.0 | 35.0 | 0.0 | 2.4 | 0.0 |
| 5006 | WI | Belle Urban System | 40 | 2696.7 | 23.5 | 1.0 | 0.1 | 0.0 | 0.0 | 36.7 | 0.0 | 31.2 | 0.0 | 0.0 | 7.5 |
| 5003 | WI | Kenosha Transit Comm | 28 | 1717.0 | 16.3 | 0.3 | 0.0 | 0.0 | 0.0 | 41.7 | 0.0 | 32.8 | 0.0 | 9.0 | 0.0 |
| 5004 | WI | La Crosse Municipal TU | 28 | 1470.1 | 28.6 | 0.2 | 0.0 | 0.0 | 0.0 | 25.4 | 0.0 | 34.9 | 0.0 | 11.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | 3 | 32.0 | 18.6 | 0.0 | 3.5 | 0.0 | 13.0 | 34.3 | 0.0 | 0.0 | 0.0 | 30.6 | 0.0 |
| 9034 | AZ | Glendale Dial-A-Ride | 9 | 640.2 | 12.7 | 0.1 | 0.0 | 0.0 | 0.0 | 42.2 | 0.0 | 0.0 | 0.0 | 45.0 | 0.0 |
| 9044 | CA | Arcadia Dial-A-Ride | 14 | 622.4 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 0.6 | 0.0 | 14.0 | 0.0 | 66.5 |
| 9043 | CA | City of Commerce | 7 | 837.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 0.6 | 0.0 | 29.5 | 46.7 | 11.5 |
| 9113 | CA | City of El Cerrito | 2 | 36.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 88.9 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | 7 | 420.4 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41.6 | 0.0 | 41.6 | 0.0 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | 7 | 719.9 | 18.3 | 0.0 | 5.2 | 0.0 | 0.0 | 36.3 | 3.3 | 0.0 | 24.8 | 0.0 | 12.0 |
| 9091 | CA | City of Visalia | 7 | 266.6 | 22.8 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 53.1 | 0.0 | 0.0 | 22.7 |
| 9039 | CA | Culver Cty Muni Bus Lines | 15 | 2668.6 | 28.2 | 0.1 | 0.2 | 0.0 | 0.0 | 13.6 | 1.4 | 0.0 | 0.0 | 0.0 | 56.6 |
| 9024 | CA | La Mirada Dial-A-Ride | 5 | 387.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 1.0 | 0.0 | 4.4 | 0.0 | 72.3 |
| 9119 | CA | Laguna Beach Muni Transit | 3 | 474.1 | 20.6 | 0.8 | 0.0 | 0.0 | 0.0 | 38.4 | 0.0 | 0.0 | 38.4 | 2.0 | 0.0 |
| 9088 | CA | Napa City Bus | 8 | 411.7 | 27.1 | 0.0 | 1.9 | 0.0 | 0.0 | 33.8 | 0.0 | 0.0 | 37.1 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | 19 | 2349.3 | 11.2 | 6.4 | 0.0 | 33.2 | 0.0 | 14.7 | 0.0 | 4.3 | 0.0 | 0.0 | 30.3 |
| 9035 | CA | Oxnard-S Coast Area Tran | 22 | 3070.0 | 26.8 | 0.0 | 1.0 | 0.0 | 0.0 | 21.5 | 2.6 | 14.9 | 0.0 | 0.0 | 33.2 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | 2330.7 | 18.5 | 0.3 | 5.1 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 15.6 | 0.0 | 47.0 |
| 9063 | CA | Redondo Beach-DAR | 2 | 105.7 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 | 0.3 | 0.0 | 0.0 | 2.9 | 70.5 |
| 9086 | CA | Riverside Specl Trans Svc | 14 | 455.8 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 87.8 | 0.0 | 0.0 |
| 9055 | CA | Salinas-Cnty of Monterey | 3 | 110.3 | 11.9 | 0.0 | 7.1 | 0.0 | 0.0 | 33.8 | 0.0 | 0.0 | 47.3 | 0.0 | 0.0 |
| 9054 | CA | San Diego Trolley | 18 | 5993.4 | 66.3 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.6 | 0.0 | 0.0 |
| 9083 P | CA | San Jose-MTC-Rides | 13 | 136.5 | 87.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 0.9 |
| 9087 | CA | Santa Maria Area Transit | 7 | 410.4 | 14.3 | 0.0 | 0.1 | 0.0 | 0.0 | 39.0 | 0.0 | 0.0 | 31.5 | 0.0 | 15.1 |
| 9017 | CA | Santa Rosa Muni Transit | 16 | 1358.1 | 21.5 | 3.0 | 2.2 | 0.0 | 0.0 | 9.3 | 3.5 | 4.8 | 0.0 | 0.0 | 55.7 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

## SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | |
| 9089 | CA | Sonoma County Transit | 20 | 2045.7 | 21.8 | 0.3 | 1.7 | 0.0 | 0.0 | 0.9 | 1.1 | 2.5 | 0.0 | 0.0 | 71.8 |
| 9090 | CA | Woodland-Yolobus | 11 | 1086.4 | 31.2 | 0.0 | 3.8 | 0.0 | 0.6 | 8.1 | 0.0 | 0.0 | 11.4 | 0.0 | 44.9 |
| 9061 | CA | Yuba City-Hub Area TAu | 15 | 886.1 | 9.9 | 0.0 | 1.5 | 0.0 | 0.0 | 37.1 | 1.4 | 0.0 | 0.0 | 0.0 | 50.2 |
| 8010 | CO | City of Greeley | 15 | 774.0 | 11.4 | 0.3 | 0.0 | 0.0 | 0.0 | 33.3 | 9.8 | 0.0 | 0.0 | 45.3 | 0.0 |
| 8011 | CO | Fort Collins-Transport | 11 | 813.1 | 7.9 | 13.2 | 1.8 | 0.0 | 0.0 | 26.4 | 9.3 | 0.0 | 0.0 | 41.4 | 0.0 |
| 8007 | CO | Pueblo Transportation Co | 21 | 1169.2 | 22.8 | 2.2 | 0.8 | 0.0 | 0.0 | 37.4 | 0.0 | 0.0 | 0.0 | 36.8 | 0.0 |
| 1051 | CT | Danbury-Housatonic ART | 22 | 1108.7 | 17.3 | 0.3 | 1.0 | 0.0 | 0.0 | 22.3 | 1.7 | 30.1 | 0.0 | 27.3 | 0.0 |
| 1042 | CT | Derby-Valley Transit | 10 | 625.2 | 12.1 | 29.1 | 0.5 | 0.0 | 0.0 | 12.9 | 4.1 | 41.3 | 0.0 | 0.0 | 0.0 |
| 1049 | CT | Gr New Haven Transit | 6 | 622.3 | 4.1 | 0.0 | 1.2 | 0.0 | 0.0 | 42.1 | 0.0 | 1.9 | 0.0 | 31.8 | 18.9 |
| 1060 | CT | Milford TD | 5 | 285.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 15.7 | 7.0 | 49.5 | 0.0 | 26.3 | 0.0 |
| 1047 P | CT | New Britain Trans | 8 | 709.7 | 50.2 | 0.7 | 1.6 | 0.0 | 0.0 | 13.2 | 0.0 | 34.3 | 0.0 | 0.0 | 0.0 |
| 1052 P | CT | New Britain Trans/Bristol | 2 | 177.0 | 22.6 | 0.0 | 1.7 | 0.0 | 0.0 | 19.7 | 0.0 | 56.0 | 0.0 | 0.0 | 0.0 |
| 1045 P | CT | New Britain-Dattco, Inc | 6 | 258.7 | 50.8 | 2.3 | 0.8 | 0.0 | 0.0 | 13.5 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 |
| 1040 | CT | Norwich-Southeast Area | 17 | 1210.6 | 47.2 | 1.2 | 1.9 | 0.0 | 0.0 | 10.8 | 0.0 | 38.9 | 0.0 | 0.0 | 0.0 |
| 1056 P | CT | Stamford-Conn Transit | 20 | 2657.3 | 44.4 | 2.0 | 0.0 | 0.0 | 0.0 | 13.2 | 0.0 | 40.4 | 0.0 | 0.0 | 0.0 |
| 1041 | CT | Westport TD | 16 | 775.9 | 17.3 | 0.2 | 1.7 | 0.0 | 0.0 | 14.4 | 0.0 | 44.0 | 0.0 | 22.5 | 0.0 |
| 3047 | DE | Dover-Delaware TA | 3 | 100.3 | 37.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.4 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | 18 | 1912.0 | 33.0 | 4.6 | 1.6 | 0.0 | 0.4 | 32.7 | 0.2 | 0.0 | 0.0 | 27.6 | 0.0 |
| 4028 | FL | Fort Myers-Lee County TS | 16 | 1531.8 | 23.9 | 0.8 | 2.5 | 0.0 | 0.0 | 33.3 | 3.9 | 0.1 | 0.0 | 35.5 | 0.0 |
| 4031 | FL | Lakeland Area MTD | 11 | 556.9 | 19.6 | 0.9 | 9.1 | 52.9 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 |
| 4046 | FL | Sarasota Cnty Area Trans | 16 | 1349.5 | 27.3 | 1.8 | 0.0 | 0.0 | 0.0 | 35.7 | 0.0 | 0.0 | 0.0 | 35.2 | 0.0 |
| 4050 | FL | Smyrna TS | 4 | 145.2 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.6 | 0.0 | 0.0 | 0.0 | 49.5 | 0.0 |
| 4021 | GA | Albany TS | 11 | 998.0 | 19.2 | 0.0 | 0.0 | 0.0 | 0.0 | 32.2 | 0.0 | 0.0 | 0.0 | 48.6 | 0.0 |
| 4047 | GA | Athens TS | 10 | 736.3 | 17.6 | 3.4 | 0.9 | 0.0 | 0.0 | 39.3 | 0.0 | 0.0 | 0.0 | 38.8 | 0.0 |
| 4058 | GA | Rome TD | 20 | 1025.1 | 14.8 | 15.7 | 0.2 | 0.0 | 0.0 | 34.1 | 0.0 | 0.0 | 0.3 | 34.9 | 0.0 |
| 7007 | IA | Bettendorf TS | 8 | 319.4 | 12.0 | 1.5 | 0.4 | 0.0 | 0.0 | 31.0 | 0.0 | 8.9 | 14.9 | 31.2 | 0.0 |
| 7011 | IA | City of Dubuque-Keyline | 22 | 1365.8 | 21.5 | 1.8 | 0.0 | 0.0 | 0.0 | 31.4 | 0.0 | 3.6 | 0.0 | 32.6 | 9.1 |
| 7030 | IA | Coralville Iowa Transit | 8 | 478.5 | 46.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 2.9 | 0.0 | 10.7 | 33.3 | 0.0 |
| 7009 | IA | Davenport Public Transit | 23 | 2448.4 | 15.3 | 1.3 | 0.2 | 0.0 | 0.0 | 27.6 | 0.0 | 2.9 | 0.0 | 52.7 | 0.0 |
| 7019 | IA | University of Iowa-Cambus | 13 | 676.5 | 0.0 | 16.3 | 1.1 | 0.0 | 73.7 | 6.6 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0022 | ID | Pocatello Urban Transit | 9 | 295.8 | 16.1 | 0.5 | 1.7 | 0.0 | 0.0 | 36.9 | 11.4 | 3.4 | 0.0 | 30.0 | 0.0 |
| 5063 | IL | Auarora Transit | 18 | 1588.6 | 26.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.4 |
| 5064 | IL | Bensenville Dial A Bus | 2 | 55.2 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 90.7 |
| 5047 | IL | Bloomington-Public TS | 16 | 1393.4 | 21.5 | 0.1 | 0.0 | 0.0 | 0.0 | 39.2 | 0.0 | 33.3 | 0.0 | 5.9 | 0.0 |
| 5068 | IL | Elgin-DOT | 18 | 1809.1 | 28.5 | 1.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65.8 |
| 5073 | IL | Glen Ellyn Transit | 6 | 178.9 | 30.5 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 67.1 |
| 5074 | IL | Highland Park Transit | 4 | 391.8 | 30.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.1 |
| 5055 | IL | Loves Park TS | 5 | 284.5 | 17.4 | 1.4 | 0.4 | 0.0 | 0.0 | 39.8 | 0.0 | 0.0 | 33.2 | 7.7 | 0.0 |
| 5077 | IL | Naperville-GNATS | 14 | 542.8 | 30.0 | 1.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.4 |
| 5065 | IL | Pekin Municipal Bus Serv | 2 | 179.7 | 10.7 | 0.6 | 1.7 | 0.0 | 0.0 | 43.7 | 0.0 | 32.8 | 0.0 | 10.5 | 0.0 |
| 5084 | IL | Transit Mgmt of Waukegan | 19 | 2006.4 | 27.7 | 0.3 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 71.5 | 0.0 |
| 5078 | IL | Village of Niles | 7 | 225.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5087 | IL | Wilmette Muni Bus System | 14 | 696.8 | 61.6 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.1 |
| 5110 | IN | Bloomington Public TrCorp | 9 | 720.1 | 12.0 | 0.3 | 0.6 | 8.3 | 0.0 | 43.9 | 0.0 | 29.2 | 0.0 | 5.7 | 0.0 |
| 5041 | IN | City of Anderson TS | 10 | 962.2 | 9.8 | 0.5 | 0.6 | 0.0 | 0.0 | 44.9 | 0.0 | 0.0 | 27.2 | 17.0 | 0.0 |
| 5042 | IN | East Chicago Bus TS | 4 | 615.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 33.3 | 0.0 | 16.7 | 0.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | 18 | 482.8 | 4.5 | 0.0 | 0.0 | 0.0 | 32.9 | 20.9 | 17.5 | 9.7 | 9.1 | 0.0 | 5.4 |
| 5115 | IN | Goshen Transit | 1 | 25.3 | 19.7 | 4.0 | 12.7 | 0.0 | 0.0 | 38.2 | 0.0 | 25.4 | 0.0 | 0.0 | 0.0 |
| 5051 | IN | Greater Lafayette PTC | 20 | 1710.2 | 17.1 | 7.6 | 1.8 | 0.0 | 0.0 | 36.2 | 0.0 | 11.4 | 0.0 | 0.0 | 25.8 |
| 5102 | IN | Hammond Transit System | 8 | 818.9 | 15.4 | 0.0 | 0.0 | 0.0 | 0.0 | 36.1 | 0.0 | 24.1 | 0.0 | 24.4 | 0.0 |
| 5043 | IN | Metro Evansville TS | 15 | 1395.7 | 32.1 | 3.8 | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 21.4 | 0.0 | 10.7 | 0.0 |
| 5054 | IN | Muncie Indiana PTC | 22 | 2688.0 | 9.9 | 6.3 | 4.3 | 0.0 | 0.0 | 20.0 | 0.0 | 16.5 | 0.0 | 0.0 | 43.1 |
| 5105 | IN | Portage Township | 4 | 67.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5053 | IN | Terre Haute Transit Util | 15 | 976.7 | 14.2 | 0.8 | 5.8 | 0.0 | 0.0 | 39.9 | 0.0 | 26.6 | 0.0 | 12.7 | 0.0 |
| 7014 | KS | Topeka MTA | 24 | 1870.9 | 28.4 | 3.5 | 2.0 | 0.0 | 0.0 | 32.7 | 0.9 | 0.0 | 0.0 | 0.0 | 32.4 |
| 4016 | KY | Ashland Bus System | 6 | 267.9 | 16.8 | 0.0 | 5.1 | 0.0 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 | 39.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | 2 | 162.1 | 8.6 | 0.0 | 0.1 | 0.0 | 0.0 | 45.7 | 0.0 | 0.0 | 0.0 | 45.7 | 0.0 |
| 4020 | KY | Owensboro TS | 8 | 449.0 | 12.9 | 0.0 | 1.2 | 0.0 | 0.0 | 43.0 | 0.0 | 0.0 | 0.0 | 43.0 | 0.0 |
| 6025 | LA | Alexandria TS | 13 | 921.6 | 24.7 | 1.4 | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 11.7 | 0.0 | 0.0 | 24.8 |
| 6028 P | LA | Chalmette-St. Bernard Bus | 3 | 389.1 | 7.7 | 0.0 | 0.7 | 0.0 | 0.0 | 90.2 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

**SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6029 | LA | Gretna-Westside Transit | 22 | 2398.3 | 62.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.3 | 0.0 |
| 6038 | LA | Lafayette-COLT | 14 | 1266.1 | 31.5 | 0.7 | 0.2 | 0.0 | 0.0 | 33.8 | 0.0 | 13.0 | 0.0 | 20.8 | 0.0 |
| 6023 | LA | Lake Charles TS | 9 | 686.2 | 16.8 | 0.6 | 0.8 | 0.0 | 0.0 | 41.3 | 0.0 | 4.9 | 0.0 | 35.6 | 0.0 |
| 6026 | LA | Monroe TS | 13 | 1283.9 | 24.2 | 0.1 | 0.0 | 0.0 | 0.0 | 37.9 | 0.0 | 11.1 | 0.0 | 26.8 | 0.0 |
| 6020 | LA | New Orleans-Louisiana DOT | 6 | 4342.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.5 | 0.0 | 78.5 | 0.0 | 0.0 | 0.0 |
| 1053 | MA | Gloucester-Cape Ann TA | 7 | 503.6 | 9.6 | 0.7 | 3.7 | 0.0 | 0.0 | 6.2 | 0.0 | 44.7 | 0.0 | 35.1 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | 21 | 1982.8 | 8.2 | 0.0 | 1.9 | 0.0 | 0.0 | 36.6 | 0.0 | 44.0 | 0.0 | 0.0 | 9.3 |
| 1007 | MA | Pittsfield-Berkshire RTA | 23 | 1948.5 | 40.0 | 0.0 | 2.8 | 0.0 | 1.3 | 9.2 | 7.9 | 20.6 | 1.7 | 16.5 | 0.0 |
| 3041 | MD | Allegany County TAu | 13 | 622.8 | 28.5 | 2.3 | 0.3 | 0.0 | 0.0 | 28.1 | 0.0 | 14.1 | 0.0 | 26.6 | 0.0 |
| 3040 | MD | City of Annapolis | 24 | 1157.5 | 15.2 | 8.8 | 1.0 | 0.0 | 0.0 | 17.4 | 1.3 | 0.0 | 8.7 | 20.6 | 27.0 |
| 3043 | MD | Columbia TS | 6 | 389.9 | 24.4 | 9.2 | 0.0 | 0.0 | 0.0 | 33.2 | 0.0 | 16.6 | 0.0 | 16.6 | 0.0 |
| 3042 | MD | Hagerstown-Wash County TC | 12 | 678.5 | 29.2 | 1.4 | 0.9 | 0.0 | 0.0 | 36.5 | 0.0 | 17.6 | 0.0 | 14.5 | 0.0 |
| 1088 | ME | Casco Bay Island TD | 3 | 1100.1 | 46.0 | 42.8 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1015 | ME | Lewiston Auburn Transit | 7 | 21.5 | 0.0 | 20.3 | 13.8 | 0.0 | 0.0 | 39.3 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 |
| 5030 | MI | Battle Creek Transit | 17 | 1233.3 | 20.0 | 4.9 | 0.6 | 0.0 | 0.0 | 35.8 | 0.4 | 32.2 | 0.0 | 6.0 | 0.0 |
| 5037 | MI | Muskegon Are TA | 12 | 1067.9 | 19.5 | 0.8 | 1.9 | 0.0 | 0.0 | 38.1 | 0.0 | 29.2 | 0.0 | 10.6 | 0.0 |
| 5038 | MI | Niles Dial-A-Ride | 7 | 292.4 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 43.3 | 0.0 | 25.5 | 0.0 | 17.8 | 0.0 |
| 5026 | MN | City of Moorhead Transit | 10 | 619.6 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 | 34.3 | 0.0 | 20.7 | 0.0 | 31.8 | 0.0 |
| 5092 | MN | City of Rochester | 19 | 599.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47.3 | 0.0 | 50.6 | 0.0 | 2.0 | 0.0 |
| 5028 | MN | St Cloud Metro Trans Comm | 20 | 1686.9 | 14.0 | 1.6 | 1.9 | 30.6 | 0.0 | 21.3 | 0.1 | 30.4 | 0.0 | 0.0 | 0.0 |
| 4014 | MS | Gulfprt-Mississippi Coast | 11 | 443.4 | 39.2 | 12.5 | 0.0 | 0.0 | 0.0 | 26.8 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 |
| 8012 | MT | Great Falls TD | 13 | 1073.5 | 13.3 | 1.0 | 0.9 | 42.5 | 0.0 | 37.9 | 2.4 | 2.0 | 0.0 | 0.0 | 0.0 |
| 8009 | MT | Missoula Urban TD | 19 | 1156.6 | 14.4 | 1.8 | 6.7 | 53.0 | 0.0 | 16.9 | 1.8 | 2.2 | 0.0 | 0.0 | 3.2 |
| 4005 | NC | Asheville TA | 17 | 1297.5 | 31.4 | 1.5 | 0.3 | 0.0 | 0.0 | 33.6 | 0.0 | 0.0 | 0.0 | 33.1 | 0.0 |
| 4009 | NC | Fayetteville Area Transit | 13 | 1474.9 | 29.6 | 2.7 | 0.0 | 0.0 | 0.0 | 33.8 | 0.0 | 0.0 | 0.0 | 33.8 | 0.0 |
| 4010 | NC | Gastonia Transit Dept | 5 | 368.8 | 39.4 | 0.0 | 0.0 | 0.0 | 0.0 | 31.5 | 0.0 | 0.0 | 0.0 | 0.0 | 29.1 |
| 4013 P | NC | Greensboro Agency Transp | 17 | 390.0 | 3.4 | 0.0 | 2.3 | 0.0 | 0.0 | 27.3 | 6.4 | 0.0 | 0.0 | 60.6 | 0.0 |
| 4011 | NC | High Point City TS | 19 | 768.5 | 34.3 | 5.1 | 0.1 | 0.0 | 0.0 | 31.1 | 0.0 | 1.5 | 0.0 | 0.0 | 27.9 |
| 4006 | NC | Wilmington TA | 14 | 896.0 | 37.4 | 3.3 | 0.7 | 0.0 | 0.0 | 29.9 | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 |
| 8003 | ND | Fargo Metro Area Transit | 14 | 1104.7 | 22.0 | 7.1 | 2.2 | 0.0 | 0.0 | 34.4 | 0.0 | 0.0 | 0.0 | 34.4 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 8008 | ND | Grand Forks City Bus | 17 | 692.7 | 15.0 | 5.7 | 6.6 | 0.0 | 0.0 | 32.2 | 0.4 | 0.0 | 10.1 | 0.0 | 29.9 |
| 1086 | NH | Durham-COAST | 14 | 581.5 | 29.1 | 0.0 | 0.0 | 0.0 | 0.0 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 35.5 |
| 2116 | NY | Auburn-Centro of Cayuga | 11 | 652.1 | 37.4 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 19.9 | 7.7 | 18.8 | 9.5 | 0.0 |
| 2005 | NY | Chemung County TS | 24 | 1609.0 | 27.4 | 3.0 | -0.2 | 0.0 | 0.5 | 25.1 | 0.0 | 37.2 | 0.0 | 7.1 | 0.0 |
| 2009 | NY | City of Poughkeepsie TS | 7 | 644.5 | 30.2 | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 0.0 | 5.5 | 35.4 | 9.9 | 0.0 |
| 2010 | NY | Dutchess County Loop | 11 | 1022.5 | 25.8 | 0.2 | 0.0 | 0.0 | 0.0 | 37.0 | 0.0 | 28.3 | 0.0 | 8.7 | 0.0 |
| 2115 | NY | Fulton-Centro of Oswego | 8 | 489.6 | 15.6 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 19.1 | 5.7 | 29.6 | 13.8 | 0.0 |
| 2071 | NY | Huntington Area Rapid | 12 | 1597.6 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 2.8 | 15.3 | 62.7 | 0.0 |
| 2006 | NY | Long Beach TA | 8 | 702.8 | 39.7 | 0.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 36.7 | 0.0 | 22.4 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | 5 | 341.2 | 27.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.2 | 0.0 |
| 2083 P | NY | New York - Easyride | 12 | 874.8 | 4.2 | 0.3 | 1.4 | 0.0 | 0.0 | 41.6 | 12.5 | 23.5 | 0.0 | 16.5 | 0.0 |
| 2118 | NY | Onondaga County | 19 | 1341.8 | 49.4 | 0.1 | 0.0 | 0.0 | 0.0 | 13.6 | 0.0 | 32.9 | 0.0 | 4.0 | 0.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | 4 | 419.3 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 48.1 | 0.0 | 3.0 | 16.3 | 28.8 | 0.0 |
| 2084 | NY | Pomona-Transp of Rockland | 18 | 1711.3 | 26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 36.6 | 0.0 | 3.6 | 19.4 | 13.6 | 0.0 |
| 2011 | NY | Poughkeepsie-DAR Sen Cit | 5 | 149.6 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 2.7 | 7.5 | 32.4 | 31.3 | 0.0 |
| 2096 | NY | Putnam Area Rapid Transit | 17 | 683.6 | 3.9 | 0.1 | 0.0 | 0.0 | 0.0 | 13.3 | 1.7 | 9.9 | 52.9 | 18.1 | 0.0 |
| 2015 | NY | Rome-VIP Transportation | 5 | 495.3 | 13.2 | 0.8 | 2.4 | 0.0 | 0.0 | 43.1 | 0.0 | 30.3 | 0.0 | 10.2 | 0.0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | 8 | 2784.1 | 55.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.4 | 0.0 | 0.0 |
| 2082 | NY | Staten Island Ferry | 4 | 29670.6 | 7.9 | 2.4 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 38.0 | 5.9 | 38.6 | 0.0 |
| 2089 | NY | Village of Spring Valley | 2 | 90.2 | 27.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.8 |
| 2109 P | NY | Yonkers-Airport Transp | 24 | 2925.3 | 81.0 | 1.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 |
| 5116 | OH | City of Steubenville | 4 | 214.5 | 35.9 | 4.8 | 0.3 | 0.0 | 100.0 | 33.5 | 0.0 | 14.5 | 4.4 | 2.3 | 4.2 |
| 5018 | OH | Hamilton City Lines | 12 | 946.9 | 17.9 | 0.4 | 0.0 | 0.0 | 0.0 | 40.8 | 0.0 | 0.0 | 17.1 | 23.7 | 0.0 |
| 5097 | OH | Kent-Campus Bus Service | 22 | 1251.8 | 21.6 | 7.9 | 0.8 | 35.9 | 0.0 | 20.8 | 0.5 | 10.4 | 2.1 | 0.0 | 0.0 |
| 5093 | OH | Lima-Allen County RTA | 14 | 737.0 | 16.1 | 7.7 | 1.8 | 0.0 | 0.0 | 39.5 | 0.0 | 17.3 | 0.0 | 17.6 | 0.0 |
| 5095 | OH | Lorain Cnty Transit Brd | 10 | 148.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 24.1 | 25.9 |
| 5019 | OH | Middletown TS | 4 | 500.7 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 | 38.3 | 0.0 | 18.0 | 0.0 | 24.5 | 0.0 |
| 5013 | OH | Norwood Transit System | 4 | 32.5 | 38.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.1 | 8.9 | 0.0 | 0.0 |
| 5117 | OH | Painesville-Laketran | 23 | 640.6 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 49.9 | 0.0 | 12.2 | 0.0 | 37.7 | 0.0 |
| 5090 | OH | Richland Cnty Transit Brd | 16 | 630.0 | 19.5 | 1.6 | 0.3 | 0.0 | 0.0 | 43.2 | 0.0 | 17.6 | 0.0 | 11.5 | 6.2 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.01 as of 06/02/86 — continued

## SOURCES OF TRANSIT REVENUE AND PUBLIC ASSISTANCE: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5020 P | OH | Springfield Bus Company | 9 | 578.8 | 17.3 | 6.9 | 2.0 | 0.0 | 0.0 | 39.2 | 0.0 | 14.1 | 2.7 | 17.9 | 0.0 |
| 0034 | OR | Medford-Rogue Valley TD | 14 | 1047.8 | 13.4 | 4.7 | 1.3 | 52.4 | 0.0 | 8.4 | 5.5 | 0.0 | 14.3 | 0.0 | 0.0 |
| 3023 | PA | Beaver County-BCTA | 20 | 1845.0 | 25.4 | 0.6 | 0.0 | 0.0 | 0.0 | 8.9 | 1.6 | 40.0 | 6.3 | 17.1 | 0.0 |
| 3028 | PA | Gr Aliquippa TA | 10 | 414.2 | 11.7 | 23.4 | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 29.7 | 6.3 | 10.1 | 0.0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | 17 | 2274.7 | 22.9 | 2.7 | 1.0 | 0.0 | 0.0 | 23.7 | 0.0 | 26.0 | 14.9 | 8.9 | 0.0 |
| 3017 P | PA | Nanticoke Public Service | 1 | 24.5 | 6.9 | 0.0 | 0.0 | 0.0 | 7.4 | 46.5 | 0.0 | 0.0 | 39.2 | 0.0 | 0.0 |
| 3020 P | PA | Pottstown Urban Transit | 6 | 365.1 | 34.6 | 0.1 | 1.1 | 0.0 | 0.0 | 6.8 | 0.0 | 27.9 | 20.3 | 9.2 | 0.0 |
| 3055 | PA | Shenango Valley Shuttle | 3 | 185.8 | 13.9 | 2.3 | 0.7 | 0.0 | 0.0 | 38.6 | 0.0 | 11.2 | 18.3 | 15.0 | 0.0 |
| 3050 P | PA | Wash.-GG&C Bus | 13 | 470.3 | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 | 11.9 | 0.0 | 26.0 | 19.9 | 11.6 | 1.2 |
| 3044 | PA | Westmore County TA | 6 | 635.7 | 27.0 | 2.9 | 0.0 | 0.0 | 0.1 | 8.5 | 6.8 | 25.0 | 20.5 | 9.2 | 0.0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | 1 | 32.6 | 14.3 | 0.0 | 0.0 | 0.0 | 37.7 | 42.9 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 |
| 3026 | PA | Williamsport-City Bus | 12 | 1308.1 | 23.9 | 0.7 | 0.5 | 0.0 | 0.0 | 22.3 | 0.0 | 29.9 | 11.6 | 11.1 | 0.0 |
| 3027 | PA | York Area TA | 14 | 1116.1 | 20.8 | 1.6 | 0.9 | 0.0 | 0.0 | 38.3 | 1.4 | 16.0 | 13.0 | 7.9 | 0.0 |
| 8002 | SD | City of Sioux Falls-TS | 18 | 821.5 | 23.9 | 2.2 | 0.0 | 0.0 | 0.0 | 36.9 | 0.0 | 0.0 | 0.0 | 36.0 | 1.0 |
| 4055 | TN | Bristol Tennessee Transit | 3 | 106.8 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 | 40.6 | 0.0 | 9.8 | 0.0 | 30.8 | 0.0 |
| 4057 | TN | Jackson TA | 10 | 650.1 | 36.9 | 1.9 | 0.8 | 0.0 | 0.0 | 31.7 | 0.0 | 6.3 | 0.0 | 22.5 | 0.0 |
| 4054 | TN | Johnson City TS | 5 | 488.9 | 20.9 | 13.7 | 0.0 | 0.0 | 0.0 | 32.2 | 0.0 | 3.6 | 0.0 | 29.7 | 0.0 |
| 6040 | TX | Abilene Transit System | 12 | 868.7 | 14.2 | 1.5 | 0.7 | 0.0 | 0.0 | 39.1 | 0.0 | 0.0 | 0.0 | 44.5 | 0.0 |
| 6001 | TX | Amarillo Transit System | 14 | 1185.4 | 16.8 | 10.7 | 0.5 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 0.1 | 36.0 | 0.0 |
| 6041 | TX | Arlington Handitran | 5 | 285.3 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 45.0 | 0.0 | 0.0 | 0.0 | 45.0 | 0.0 |
| 6016 | TX | Beaumont Transit System | 16 | 1496.9 | 27.5 | 4.6 | 2.1 | 0.0 | 0.0 | 32.9 | 0.0 | 0.0 | 0.0 | 32.9 | 0.0 |
| 6014 | TX | City of Brownsville | 17 | 1898.3 | 36.5 | 4.6 | 0.1 | 0.0 | 0.0 | 31.6 | 0.0 | 0.0 | 0.0 | 27.2 | 0.0 |
| 6046 | TX | Fort Worth Rideshare | 6 | 36.3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | 10 | 999.7 | 37.9 | 2.2 | 1.2 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 29.4 | 0.0 |
| 6009 | TX | Laredo Muni TS | 20 | 1895.1 | 62.0 | 1.7 | 2.6 | 0.0 | 0.0 | 16.6 | 1.2 | 0.0 | 0.0 | 15.6 | 0.3 |
| 6013 | TX | Port Arthur Transit | 14 | 739.1 | 15.4 | 0.1 | 0.0 | 0.0 | 0.0 | 42.3 | 0.0 | 0.0 | 0.0 | 42.3 | 0.0 |
| 6037 | TX | San Angelo TD | 6 | 474.2 | 19.6 | 1.1 | 0.0 | 0.0 | 0.0 | 40.2 | 0.0 | 0.0 | 0.0 | 39.0 | 0.0 |
| 6012 | TX | Waco Transit System | 20 | 818.1 | 23.2 | 4.7 | 3.9 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 | 30.4 | 0.0 |
| 6035 | TX | Wichita Falls TS | 9 | 428.9 | 35.7 | 0.8 | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 | 0.0 | 0.0 | 31.7 | 0.0 |
| 3053 | VA | Bristol Virginia Transit | 5 | 139.4 | 23.4 | 0.0 | 0.0 | 0.0 | 0.0 | 38.3 | 0.0 | 23.3 | 0.0 | 15.0 | 0.0 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE $ IN THOUS | PERCENT OF TOTAL REVENUE BY OBJECT CLASS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION REVENUE | | NON TRANS REV | TAXES LEVIED BY TRANSIT SYSTEM | OTHER* | SOURCES OF PUBLIC ASSISTANCE | | | | | |
| | | | | | | | | | | FEDERAL | | STATE | | LOCAL | |
| | | | | | PASSN FARES | OTHER* | | | | UMTA SEC 5 AND/OR 9 | OTHER* | GEN REV | DEDI-CATED | GEN REV | DEDI-CATED |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 3036 | VA | Charlottesville Transit | 8 | 872.2 | 24.9 | 1.7 | 1.2 | 0.0 | 0.0 | 37.6 | 0.0 | 29.9 | 0.0 | 4.6 | 0.0 |
| 3045 | VA | Charlottesville-Jaunt | 16 | 347.4 | 43.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.7 | 0.0 | 1.8 | 3.1 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | 22 | 1907.3 | 36.7 | 1.9 | 0.0 | 0.0 | 0.0 | 30.9 | 0.0 | 18.8 | 0.0 | 11.7 | 0.0 |
| 3009 | VA | Petersburg Area Transit | 9 | 684.5 | 47.5 | 0.0 | 0.8 | 0.0 | 0.0 | 26.3 | 0.0 | 0.0 | 17.8 | 0.0 | 7.6 |
| 1066 | VT | Chittenden County TA | 20 | 1658.6 | 43.5 | 3.3 | 0.6 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | 0.0 | 31.6 | 3.8 |
| 0016 | WA | City of Longview | 6 | 516.2 | 10.9 | 0.0 | 0.7 | 0.0 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 27.9 | 16.2 |
| 0023 | WA | City of Seattle | 4 | 1227.9 | 69.0 | 0.0 | 2.4 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18.5 |
| 0033 P | WA | Everett-Snohomish Seniors | 20 | 388.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 40.4 | 0.3 | 0.0 | 1.8 | 0.0 | 57.3 |
| 0028 | WA | Tacoma-Pierce Cnty Ferry | 1 | 417.0 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56.0 | 0.0 | 0.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | 22 | 47522.6 | 22.8 | 74.4 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | 1 | 1341.8 | 22.8 | 74.4 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5109 | WI | Beloit Transit System | 12 | 1419.7 | 6.6 | 0.0 | 0.4 | 0.0 | 0.0 | 17.8 | 43.0 | 17.1 | 0.0 | 15.2 | 0.0 |
| 5099 | WI | Eau Claire Transit | 15 | 1376.5 | 22.0 | 0.6 | 13.1 | 0.0 | 0.0 | 20.3 | 0.0 | 29.0 | 0.0 | 15.0 | 0.0 |
| 5002 | WI | Green Bay TS | 24 | 2343.6 | 24.9 | 1.4 | 2.9 | 0.0 | 0.0 | 35.8 | 0.0 | 35.0 | 0.0 | 0.0 | 0.0 |
| 5108 | WI | Janesville Transit System | 15 | 1076.3 | 16.5 | 0.2 | 0.0 | 0.0 | 0.0 | 29.5 | 0.2 | 30.3 | 0.0 | 23.2 | 0.0 |
| 5009 | WI | Oshkosh Transit System | 21 | 1319.4 | 24.5 | 0.5 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 33.3 | 0.0 | 14.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | 16 | 1393.0 | 31.1 | 0.0 | 0.3 | 0.0 | 0.0 | 20.1 | 0.0 | 0.0 | 31.4 | 0.0 | 17.1 |
| 5094 | WI | Waukesha County Highway | 24 | 964.9 | 45.6 | 0.2 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 35.2 | 0.0 | 0.0 | 0.0 |
| 5096 | WI | Waukesha Metro Transit | 13 | 896.1 | 16.3 | 0.7 | 0.0 | 0.0 | 0.0 | 34.8 | 0.0 | 30.2 | 0.0 | 18.0 | 0.0 |
| 5091 | WI | Wausau Area Transit | 14 | 798.9 | 26.0 | 8.0 | 0.0 | 0.0 | 0.0 | 27.5 | 0.0 | 35.0 | 0.0 | 3.4 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | 18 | 1278.0 | 21.7 | 6.7 | 0.8 | 0.0 | 0.0 | 37.5 | 0.0 | 1.3 | 0.0 | 6.0 | 26.0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | 6 | 434.2 | 27.1 | 0.9 | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 1.7 | 0.0 | 32.9 | 0.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | 16 | 1588.6 | 28.6 | 2.2 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 1.7 | 2.5 | 0.1 | 29.7 |

*See Chapter 3 introduction for description of "Other" transit revenue and public assistance.

TABLE 3.02 as of 06/02/86

## STATE TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT OPERATIONS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED STATE TAX $ IN THOUSANDS | PERCENT OF DEDICATED STATE TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 2100 | NY | New York-LIRR | 1093 | 81794.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0001 | WA | Seattle Metro | 1113 | 31390.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9015 | CA | San Francisco-MUNI | 856 | 7586.7 | 0.0 | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 4034 | FL | Miami-Dade Cnty TA | 570 | 902.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | 625 | 6309.7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2078 | NY | New York-MTNR | 782 | 69676.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9003 | CA | San Francisco-BART | 327 | 4700.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9009 | CA | San Mateo County District | 263 | 400.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | 296 | 41926.8 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5113 | IL | Chicago-Suburban Bus Div | 367 | 30939.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5031 | MI | Detroit - SEMTA | 451 | 45872.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.1 | 0.9 |
| 2002 | NY | Albany-Capital Dist TA | 258 | 4537.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2004 | NY | Buffalo-Niagara Frontier | 382 | 9172.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5012 | OH | Cincinnati-SORTA | 330 | 353.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9023 | CA | Long Beach PTC | 146 | 6154.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | 1610.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | 207 | 3514.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | 122 | 2176.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4008 | NC | Charlotte TS | 100 | 116.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 2072 | NY | Hauppage-Suffolk Transit | 100 | 1685.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2040 | NY | New York Bus Tours, Inc. | 184 | 1434.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5010 | OH | Akron-Metropolitan RTA | 154 | 88.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 4004 | TN | Nashville-MTA | 137 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED STATE TAX $ IN THOUSANDS | PERCENT OF DEDICATED STATE TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 6033 | AR | Little Rock-Metroplan | 51 | 49.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 9030 | CA | N San Diego Transit Dev | 92 | 42.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | 71 | 1171.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9095 | CA | San Diego Reg Trans Serv | 98 | 39.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9075 | CA | San Francisco-Caltrans | 97 | 6138.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | 59 | 664.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | 95 | 688.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | 50 | 2678.1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4035 | FL | Orlando TCT | 72 | 95.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 4039 | FL | St. Petersburg MuTSys | 59 | 31.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5056 | IL | Greater Peoria Mass TD | 51 | 1623.2 | 0.0 | 95.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |
| 5058 | IL | Rockford MTD | 51 | 1069.1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4019 | KY | Ft Wright-TA No Kentucky | 86 | 52.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5036 | MI | Lansing-Capital Area TA | 77 | 2027.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | 53 | 2019.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0020 | WA | Kitsap County Transit | 70 | 3651.0 | 0.0 | 57.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.7 |
| 0029 | WA | Lynnwood-Comm. Transit | 53 | 4404.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | 72 | 5119.0 | 0.0 | 53.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.1 |
| 0024 | WA | Vancouver-C-Tran | 61 | 1224.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9004 | CA | Bakrsfld-Golden Empire TD | 38 | 25.2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | 40 | 163.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 9077 | CA | Los Angeles Cnty Trans Co | 29 | 68.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | 29 | 754.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | 40 | 239.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | 49 | 2524.1 | 0.0 | 99.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | 27 | 19.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | 40 | 65.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5057 | IL | Rock Island County MTD | 32 | 986.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5045 | IN | Gary PTC | 26 | 685.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5104 | IN | N Indiana Commuter TD | 36 | 452.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5034 P | MI | Jackson PTC | 29 | 311.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5039 | MI | Saginaw TS | 36 | 499.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 2003 | NY | Broome Cnty Pub Trans | 45 | 1019.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |

TABLE 3.02 as of 06/02/86 — continued

## STATE TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT OPERATIONS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED STATE TAX $ IN THOUSANDS | PERCENT OF DEDICATED STATE TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | 36 | 2149.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2021 | NY | Utica TA | 34 | 808.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5011 | OH | Canton RTA | 39 | 35.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5024 | OH | Youngstown-Western Res | 38 | 28.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 3054 | PA | St College-Centre ArTAu | 29 | 43.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0019 | WA | Olympia-Intercity Transit | 30 | 1694.1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9044 | CA | Arcadia Dial-A-Ride | 14 | 87.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9043 | CA | City of Commerce | 7 | 246.8 | 0.0 | 84.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.3 |
| 9113 | CA | City of El Cerrito | 2 | 32.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | 7 | 178.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9024 | CA | La Mirada Dial-A-Ride | 5 | 17.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9119 | CA | Laguna Beach Muni Transit | 3 | 172.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9088 | CA | Napa City Bus | 8 | 153.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | 345.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9086 | CA | Riverside Specl Trans Svc | 14 | 399.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9055 | CA | Salinas-Cnty of Monterey | 3 | 52.1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9087 | CA | Santa Maria Area Transit | 7 | 129.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9090 | CA | Woodland-Yolobus | 11 | 124.1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5055 | IL | Loves Park TS | 5 | 94.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5041 | IN | City of Anderson TS | 10 | 262.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | 3 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2116 | NY | Auburn-Centro of Cayuga | 11 | 122.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2009 | NY | City of Poughkeepsie TS | 7 | 191.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2115 | NY | Fulton-Centro of Oswego | 8 | 145.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2071 | NY | Huntington Area Rapid | 12 | 244.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | 4 | 68.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 2084 | NY | Pomona-Transp of Rockland | 18 | 332.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 2011 | NY | Poughkeepsie-DAR Sen Cit | 5 | 48.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2096 | NY | Putnam Area Rapid Transit | 17 | 361.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5018 | OH | Hamilton City Lines | 12 | 162.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5097 | OH | Kent-Campus Bus Service | 22 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED STATE TAX $ IN THOUSANDS | PERCENT OF DEDICATED STATE TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 0034 | OR | Medford-Rogue Valley TD | 14 | 149.8 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3023 | PA | Beaver County-BCTA | 20 | 116.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 6001 | TX | Amarillo Transit System | 14 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 3045 | VA | Charlottesville-Jaunt | 16 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 0033 P | WA | Everett-Snohomish Seniors | 20 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 72.4 | 27.6 |
| 0028 | WA | Tacoma-Pierce Cnty Ferry | 1 | 84.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | 16 | 437.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |

TABLE 3.03 as of 06/02/86

### LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT OPERATIONS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED LOCAL TAX $ IN THOUSANDS | PERCENT OF DEDICATED LOCAL TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | 221605.2 | 0.0 | 99.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| 3030 | DC | Washington, D.C.-WMATA | 1699 | 6897.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5066 | IL | Chicago-CTA | 2798 | 202917.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 2100 | NY | New York-LIRR | 1093 | 28655.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | 44118.5 | 0.0 | 36.0 | 26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 37.2 |
| 9015 | CA | San Francisco-MUNI | 856 | 26646.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4022 | GA | Atlanta-MARTA | 742 | 55843.8 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | 963 | 43138.7 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | 625 | 33883.4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2078 | NY | New York-MTNR | 782 | 24410.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | 413 | 46548.0 | 0.0 | 92.2 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9016 | CA | San Fran-Golden Gate TD | 262 | 4763.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9003 | CA | San Francisco-BART | 327 | 7333.1 | 0.0 | 25.9 | 74.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9009 | CA | San Mateo County District | 263 | 10919.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9013 | CA | Santa Clara County TD | 445 | 25070.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | 400 | 18097.1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5012 | OH | Cincinnati-SORTA | 330 | 15972.2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | 296 | 20776.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9023 | CA | Long Beach PTC | 146 | 6201.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | 4106.8 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9026 | CA | San Diego TS | 209 | 12705.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9082 P | CA | San Francisco-MTC-Rides | 134 | 14.4 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | 198 | 700.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5080 | IL | Des Plaines-No Suburb TD | 103 | 5578.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 4018 | KY | Louisville-TA River City | 239 | 12376.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 1008 | MA | Pioneer Valley TA | 106 | 1653.1 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3051 | MD | Rockville-Ride-On | 136 | 8148.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7005 | MO | Kansas City Area TA | 235 | 12909.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0002 | WA | Spokane Transit Authority | 124 | 944.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED LOCAL TAX $ IN THOUSANDS | PERCENT OF DEDICATED LOCAL TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9078 | CA | Central Contra Costa TS | 58 | 2967.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | 76 | 4700.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9030 | CA | N San Diego Transit Dev | 92 | 6987.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | 71 | 1015.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9095 | CA | San Diego Reg Trans Serv | 98 | 5804.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9075 | CA | San Francisco-Caltrans | 97 | 5831.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | 59 | 8331.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | 95 | 684.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4019 | KY | Ft Wright-TA No Kentucky | 86 | 2206.1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1089 P | MA | Springfield Transit Mgmt | 74 | 1300.7 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5029 | MI | Bay City-Bay Metro Transp | 51 | 1100.4 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | 53 | 1517.1 | 0.0 | 0.0 | 95.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| 5025 | MN | Duluth TA | 71 | 387.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4012 | NC | Winston-Salem TA | 64 | 674.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6018 | OK | Metropolitan Tulsa TA | 87 | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | 50 | 2245.9 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9004 | CA | Bakrsfld-Golden Empire TD | 38 | 2006.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9010 | CA | City of Torrance TS | 30 | 2761.2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | 40 | 2475.9 | 0.0 | 93.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 |
| 9077 | CA | Los Angeles Cnty Trans Co | 29 | 427.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | 29 | 164.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | 31 | 1104.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | 40 | 792.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | 49 | 215.9 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9028 | CA | Vallejo Transit | 25 | 769.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4030 | FL | Gainesville-RTS | 35 | 187.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | 27 | 1137.7 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7012 | IA | Sioux City TS | 26 | 438.8 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | 40 | 1575.9 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | 49 | 1296.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8004 | MT | Billings Metro Transit | 31 | 920.4 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4051 | NC | Chapel Hill Transit | 33 | 506.4 | 0.0 | 0.0 | 94.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 2099 | NY | Staten Island Rapid Trans | 36 | 4590.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |

TABLE 3.03 as of 06/02/86 — continued

**LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT OPERATIONS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED LOCAL TAX $ IN THOUSANDS | PERCENT OF DEDICATED LOCAL TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROPERTY TAXES | PAYROLL TAXES | UTILITY TAXES | COMMUTER TAXES | GASOLINE TAXES | OTHER TAXES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 0021 | WA | Bellingham Muni Transit | 30 | 279.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0005 | WA | City of Everett Trans. | 35 | 2033.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | 30 | 1722.8 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9044 | CA | Arcadia Dial-A-Ride | 14 | 413.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9043 | CA | City of Commerce | 7 | 96.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | 7 | 86.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9091 | CA | City of Visalia | 7 | 60.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | 15 | 1511.4 | 0.0 | 57.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.7 |
| 9024 | CA | La Mirada Dial-A-Ride | 5 | 279.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | 19 | 698.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | 22 | 1018.6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | 1095.2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9063 | CA | Redondo Beach-DAR | 2 | 74.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9083 P | CA | San Jose-MTC-Rides | 13 | 1.3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9087 | CA | Santa Maria Area Transit | 7 | 62.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9017 | CA | Santa Rosa Muni Transit | 16 | 756.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9089 | CA | Sonoma County Transit | 20 | 1468.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9090 | CA | Woodland-Yolobus | 11 | 69.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9061 | CA | Yuba City-Hub Area TAu | 15 | 444.7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5063 | IL | Auarora Transit | 18 | 1165.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5064 | IL | Bensenville Dial A Bus | 2 | 50.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5068 | IL | Elgin-DOT | 18 | 1189.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5073 | IL | Glen Ellyn Transit | 6 | 120.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5074 | IL | Highland Park Transit | 4 | 266.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5051 | IN | Greater Lafayette PTC | 20 | 441.8 | 0.0 | 88.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| 5054 | IN | Muncie Indiana PTC | 22 | 1157.4 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7014 | KS | Topeka MTA | 24 | 406.5 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | 21 | 184.6 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4010 | NC | Gastonia Transit Dept | 5 | 105.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 4011 | NC | High Point City TS | 19 | 214.7 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8008 | ND | Grand Forks City Bus | 17 | 184.3 | 0.0 | 0.0 | 88.8 | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 |
| 5088 | WI | Sheboygan Transit | 16 | 238.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | 18 | 332.5 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | 16 | 469.2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

## TABLE 3.04 as of 06/02/86

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | | | | DEDICATED | | | | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | OTHER DOT | OTHER FED | GENL REV | TAX | TOLL | OTHER | GENL REV | TAX | TOLL | OTHER |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | 167222.8 | 64.2 | 11.2 | 0.0 | 4.4 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 |
| 3030 | DC | Washington, D.C.-WMATA | 1699 | 331115.3 | 4.6 | 5.3 | 74.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | 0.0 |
| 5066 | IL | Chicago-CTA | 2798 | 82687.1 | 64.9 | 13.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 1.9 | 0.0 | 0.0 |
| 1003 | MA | Boston-MBTA | 1187 | 271702.3 | 25.1 | 4.5 | 56.2 | 1.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 |
| 2080 | NJ | Newark-NJT Corp | 2229 | 209278.4 | 19.3 | 7.6 | 12.2 | 27.2 | 0.0 | 0.1 | 0.4 | 0.0 | 18.8 | 14.3 | 0.0 | 0.0 | 0.0 |
| 2008 | NY | New York CTA | 8184 | 524317.6 | 28.3 | 3.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 64.7 |
| 2100 | NY | New York-LIRR | 1093 | 195230.1 | 11.2 | 2.6 | 0.3 | 0.0 | 0.0 | 59.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.3 | 0.0 |
| 3019 | PA | Philadelphia-SEPTA | 2003 | 113229.9 | 67.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33.2 | 0.0 | 0.0 | 0.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| 3022 | PA | Pittsburgh-PAT | 1001 | 154792.4 | 54.3 | 3.7 | 20.1 | 0.6 | 0.0 | 18.4 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 |
| 0001 | WA | Seattle Metro | 1113 | 16937.9 | 16.4 | 62.4 | 0.5 | 0.0 | 0.0 | 2.5 | 16.7 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | 22085.7 | 62.8 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 18.1 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 |
| 9015 | CA | San Francisco-MUNI | 856 | 72633.2 | 57.0 | 9.2 | 0.0 | 0.0 | 4.3 | 0.0 | 18.4 | 5.8 | 0.0 | 0.0 | 3.6 | 0.0 | 1.7 |
| 8006 | CO | Denver-RTD | 614 | 13553.6 | 72.9 | 27.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4034 | FL | Miami-Dade Cnty TA | 570 | 223711.3 | 71.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 1.8 | 19.0 | 0.0 | 0.0 |
| 4022 | GA | Atlanta-MARTA | 742 | 231286.8 | 59.5 | 16.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.1 | 0.0 | 0.0 |
| 3034 | MD | Baltimore-MTA | 767 | 61307.3 | 56.1 | 4.3 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5119 | MI | City of Detroit DeptOTr | 609 | 3496.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | 963 | 18147.0 | 43.2 | 15.1 | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 5.5 |
| 7006 | MO | St Louis-Bi-State | 625 | 14359.1 | 53.5 | 19.4 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 15.3 | 0.0 | 24.8 | 0.0 | -13.3 |
| 2078 | NY | New York-MTNR | 782 | 140709.0 | 13.2 | 3.1 | 0.3 | 0.0 | 0.0 | 70.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 |
| 5015 | OH | Cleveland RTA | 769 | 42778.4 | 70.4 | 11.3 | 6.8 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0008 | OR | Portland-Tri-County MTD | 588 | 75228.0 | 3.8 | 2.0 | 78.3 | 0.0 | 0.0 | 11.0 | 4.8 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| 6004 | TX | Dallas TS | 627 | 6423.9 | 35.3 | 43.9 | 0.0 | 0.0 | 0.0 | 10.6 | 0.0 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | 0.0 |
| 6008 | TX | Houston-MTA | 737 | 202916.5 | 5.9 | 11.7 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 81.6 | 0.0 | 0.0 |
| 5008 | WI | Milwaukee County TS | 522 | 6392.1 | 60.9 | 18.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | 413 | 10447.2 | 31.4 | 7.1 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9016 | CA | San Fran-Golden Gate TD | 262 | 14061.0 | 63.9 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | 0.0 | 8.2 | 0.0 |
| 9003 | CA | San Francisco-BART | 327 | 43639.7 | 45.3 | 5.8 | 0.9 | 0.5 | 0.0 | 0.0 | 11.3 | 0.2 | 0.0 | 32.0 | 4.0 | 0.0 | 0.0 |

TABLE 3.04 as of 06/02/86 — continued

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 9009 | CA | San Mateo County District | 263 | 9719.2 | 0.0 | 73.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 10.9 | 0.0 |
| 9013 | CA | Santa Clara County TD | 445 | 42546.6 | 33.0 | 20.5 | 0.1 | 0.0 | 0.6 | 0.0 | 25.1 | 0.0 | 0.0 | 0.0 | 20.7 | 0.0 | 0.0 |
| 9002 | HI | Honolulu DOT Service | 416 | 14161.1 | 35.0 | 33.7 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 0.0 | 0.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | 296 | 26216.9 | 68.9 | 18.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 1.3 |
| 5113 | IL | Chicago-Suburban Bus Div | 367 | 7434.9 | 27.4 | 52.4 | 0.1 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | 400 | 2618.0 | 71.6 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 18.3 | 0.0 | 0.0 |
| 5031 | MI | Detroit - SEMTA | 451 | 46915.0 | 71.4 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 25.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2002 | NY | Albany-Capital Dist TA | 258 | 5143.3 | 59.1 | 9.6 | 3.0 | 0.0 | 0.0 | 23.5 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 |
| 2004 | NY | Buffalo-Niagara Frontier | 382 | 2878.8 | 3.7 | 75.0 | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 |
| 2007 | NY | East Meadow-MSBA | 261 | 1182.8 | 34.6 | 22.1 | 15.5 | 0.0 | 0.0 | 15.2 | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| 5012 | OH | Cincinnati-SORTA | 330 | 1831.6 | 11.9 | 68.1 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 5016 | OH | Columbus-Central Ohio TA | 289 | 4666.9 | 0.0 | 91.5 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2001 | PR | San Juan-Metro Bus Auth | 374 | 17152.2 | 62.3 | 17.4 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | 433 | 13974.0 | 78.3 | 1.6 | 0.1 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | 296 | 16454.2 | 51.2 | 25.4 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 |
| 3005 | VA | Norfolk-Tidewater TDC | 312 | 1124.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 |
| 5112 | WI | Milwaukee Cty Paratransit | 262 | 4.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | 100 | 1014.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 9032 | AZ | City of Phoenix TS | 132 | 16897.6 | 67.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 0.0 | 17.6 |
| 9033 | AZ | City of Tuscon MTS | 169 | 119.1 | 6.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 78.7 | 0.0 | 0.0 | 0.0 |
| 9023 | CA | Long Beach PTC | 146 | 7005.4 | 49.2 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 | 23.8 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 |
| 9019 | CA | Sacramento RTD | 189 | 1767.8 | 38.7 | 56.3 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.3 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | 434.6 | 17.6 | 40.8 | 0.0 | 0.0 | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | 25.1 | 0.0 | 0.0 |
| 9026 | CA | San Diego TS | 209 | 11050.9 | 29.9 | 50.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 12.8 | 0.0 | 0.0 |
| 3031 | DE | Wilmington-DART | 100 | 9184.9 | 63.8 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | 198 | 11060.0 | 76.2 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 10.3 | 0.0 | 0.0 | 0.0 |
| 4041 | FL | Hillborough Area RTA | 131 | 9688.3 | 45.5 | 5.3 | 0.0 | 0.0 | 0.0 | 38.4 | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 |
| 4040 | FL | Jacksonville TA | 183 | 3201.3 | 70.6 | 0.3 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 26.3 | 0.0 | 0.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | 207 | 12974.3 | 47.1 | 26.3 | 20.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| 4018 | KY | Louisville-TA River City | 239 | 234.7 | 0.0 | 77.6 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 1008 | MA | Pioneer Valley TA | 106 | 2660.6 | 11.7 | 68.3 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | 122 | 124.4 | 0.0 | 58.5 | 0.0 | 0.0 | 0.0 | 0.0 | 41.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| 7005 | MO | Kansas City Area TA | 235 | 3373.9 | 17.5 | 54.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 25.3 | 0.0 | 0.0 |
| 4008 | NC | Charlotte TS | 100 | 2725.7 | 10.8 | 0.0 | 72.4 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| 7001 | NE | Lincoln Transp. System | 118 | 101.6 | 0.0 | 21.8 | 48.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.5 | 0.0 | 0.0 | 0.0 |
| 7002 | NE | TA of Omaha | 174 | 496.1 | 6.7 | 93.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2072 | NY | Hauppage-Suffolk Transit | 100 | 7596.7 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 |
| 2018 | NY | Syracuse-CNY Centro | 184 | 2079.7 | 57.8 | 19.0 | 0.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| 5010 | OH | Akron-Metropolitan RTA | 154 | 1946.5 | 0.0 | 88.9 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5017 | OH | Dayton Miami Valley RTA | 182 | 621.3 | 39.9 | 35.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 0.0 | 18.9 | 0.0 | 0.0 |
| 5022 | OH | Toledo RTA | 178 | 1618.9 | 36.0 | 46.1 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 6.3 | 6.5 | 0.0 | 0.0 |
| 1001 | RI | Providence-Rhode Is PTA | 201 | 160.2 | 53.5 | 26.5 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4003 | TN | Memphis Area TA | 146 | 3672.8 | 12.9 | 51.8 | 0.1 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 19.1 |
| 4004 | TN | Nashville-MTA | 137 | 5518.5 | 46.4 | 33.6 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 6006 | TX | El Paso PTA | 112 | 367.8 | 0.0 | 34.7 | 0.0 | 0.0 | 0.0 | 25.2 | 0.0 | 0.0 | 0.0 | 40.1 | 0.0 | 0.0 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | 106 | 2286.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 |
| 3006 | VA | Gr Richmond Transit Comp | 173 | 197.9 | 27.0 | 53.0 | 0.0 | 0.0 | 0.0 | 18.7 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 |
| 3004 | VA | Hampton-Pentran | 101 | 350.0 | 1.7 | 78.3 | 0.0 | 0.0 | 0.0 | 18.8 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 |
| 0002 | WA | Spokane Transit Authority | 124 | 1240.5 | 13.4 | 66.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | 183 | 3119.1 | 36.8 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63.1 | 0.0 | 0.0 |
| 5005 | WI | Madison Metro | 226 | 1441.4 | 31.2 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.3 | 0.0 | 0.0 | 0.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | 67 | 8374.6 | 60.7 | 4.1 | 0.0 | 28.7 | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6033 | AR | Little Rock-Metroplan | 51 | 272.1 | 0.0 | 38.2 | 0.0 | 0.0 | 32.8 | 0.0 | 12.4 | 0.0 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 |
| 9078 | CA | Central Contra Costa TS | 58 | 1866.4 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 93.6 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | 76 | 2830.3 | 59.9 | 13.9 | 0.0 | 0.0 | 2.1 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18.1 | 0.0 | 2.6 |
| 9030 | CA | N San Diego Transit Dev | 92 | 1522.1 | 70.8 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | 71 | 804.9 | 47.7 | 30.0 | 0.0 | 0.0 | 0.0 | 0.2 | 13.4 | 0.0 | 0.0 | 0.0 | 8.7 | 0.0 | 0.0 |
| 9095 | CA | San Diego Reg Trans Serv | 98 | 935.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.3 | 0.0 | 0.0 | 0.0 | 77.7 | 0.0 | 0.0 |
| 9075 | CA | San Francisco-Caltrans | 97 | 36154.5 | 52.2 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | 59 | 5366.3 | 68.1 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 24.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.04 as of 06/02/86 — continued

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| 50-99 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | | | |
| 9008 | CA | Santa Monica Muni Bus | 95 | 1434.1 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 87.0 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | 50 | 1312.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 8005 | CO | Colorado Springs Transit | 61 | 216.4 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 1050 | CT | Greater Bridgeport TD | 55 | 61.5 | 37.9 | 42.1 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1017 | CT | Greater Hartford TD | 66 | 1691.0 | 0.0 | 0.0 | 0.0 | 82.7 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 |
| 4035 | FL | Orlando TCT | 72 | 3305.0 | 0.0 | 80.3 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | 65 | 2803.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 4039 | FL | St. Petersburg MuTSys | 59 | 165.0 | 0.0 | 74.9 | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| 7010 | IA | Des Moines MTA | 94 | 1031.1 | 0.0 | 88.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| 5056 | IL | Greater Peoria Mass TD | 51 | 22.2 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5058 | IL | Rockford MTD | 51 | 138.4 | 35.4 | 44.4 | 0.0 | 0.0 | 0.0 | 38.7 | 0.0 | 0.0 | 0.0 | -18.5 | 0.0 | 0.0 | 0.0 |
| 5044 | IN | Fort Wayne PTC | 54 | 1264.1 | 68.7 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5052 | IN | South Bend PTC | 52 | 860.8 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.6 | 0.0 | 20.4 |
| 4019 | KY | Ft Wright-TA No Kentucky | 86 | 140.9 | 0.3 | 58.0 | 0.0 | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 27.9 | 0.0 | 0.0 |
| 4017 | KY | Lexington-LEXTRAN | 55 | 200.2 | 80.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 0.1 |
| 6022 | LA | Baton Rouge-Cap Transp Co | 62 | 423.2 | 65.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.3 | 0.0 | 0.0 | 0.0 |
| 1004 | MA | Brockton Area TA | 64 | 810.1 | 0.0 | 83.3 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1006 | MA | New Bedford SERTA | 81 | 2063.7 | 9.8 | 50.4 | 0.0 | 0.0 | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 |
| 1014 | MA | Worcester RTA | 91 | 246.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 5029 | MI | Bay City-Bay Metro Transp | 51 | 2737.4 | 73.4 | 6.6 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5032 | MI | Flint-MTA | 61 | 737.6 | 0.4 | 55.5 | 0.0 | 0.0 | 0.0 | 44.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | 77 | 148.1 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | 53 | 6932.3 | 53.5 | 26.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5025 | MN | Duluth TA | 71 | 337.4 | 0.8 | 99.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4007 | NC | Raleigh-N.C. Transit Div | 51 | 284.0 | 70.4 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 |
| 4012 | NC | Winston-Salem TA | 64 | 559.1 | 0.0 | 68.8 | 0.0 | 0.0 | 4.8 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17.8 | 0.0 | 0.0 |
| 6017 | OK | Central Oklahoma PTA | 84 | 1149.2 | 0.0 | 79.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 0.0 | 0.0 |
| 6018 | OK | Metropolitan Tulsa TA | 87 | 1115.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 0007 | OR | Eugene-Lane County MTD | 62 | 532.8 | 0.0 | 66.4 | 3.5 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3010 | PA | Allentown-LANTA | 59 | 764.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |
| 3013 | PA | Erie MTA | 59 | 976.8 | 0.0 | 76.5 | 3.6 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.6 |
| 3014 | PA | Harrisburg-CAT | 66 | 69.0 | 2.8 | 77.2 | 0.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 3024 | PA | Reading-BARTA | 63 | 35.6 | 0.0 | 80.6 | 0.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 |
| 4001 | TN | Chattanooga Area RTA | 77 | 197.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 6002 | TX | Austin TS | 93 | 21.6 | 0.3 | 79.7 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 |
| 6003 | TX | Corpus Christi TS | 51 | 267.3 | 0.0 | 95.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 |
| 0020 | WA | Kitsap County Transit | 70 | 481.4 | 74.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0029 | WA | Lynnwood-Comm. Transit | 53 | 1630.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | 72 | 156.7 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | 61 | 3008.3 | 32.2 | 35.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23.5 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | 50 | 386.7 | 5.9 | 74.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 0.0 | 0.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | 36 | 2753.1 | 0.0 | 79.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.6 | 0.0 | 0.0 | 0.0 |
| 4044 | AL | Montgomery Area TS | 30 | 59.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | 38 | 2230.1 | 0.0 | 78.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.2 | 0.0 | 0.0 |
| 9010 | CA | City of Torrance TS | 30 | 543.1 | 0.1 | 70.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | 40 | 361.4 | 66.1 | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 2.5 |
| 9007 | CA | Modesto Intracity Transit | 29 | 1390.3 | 0.0 | 72.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18.1 | 0.0 | 0.1 | 0.0 | 9.4 | 0.0 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | 31 | 289.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.6 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | 40 | 456.7 | 0.0 | 65.4 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 | 16.4 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | 49 | 2935.6 | 0.0 | 75.6 | 0.0 | 0.0 | 0.0 | 0.0 | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9028 | CA | Vallejo Transit | 25 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| 1057 | CT | Norwalk TD | 32 | 1195.7 | 66.4 | 13.9 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | 36 | 512.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | 30 | 408.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | 27 | 3825.8 | 0.5 | 79.5 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 4036 | FL | Tallahassee-TALTRAN | 44 | 2945.6 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 4037 | FL | W Plm Bch-Florida Transit | 49 | 1801.9 | 59.8 | 5.4 | 0.0 | 14.8 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4023 | GA | Augusta TD | 26 | 9.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4024 | GA | Columbus-METRA | 33 | 6.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4025 | GA | Savannah TA | 39 | 846.6 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 7008 | IA | Cedar Rapids Bus Depart | 33 | 226.8 | 0.0 | 78.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 |
| 7012 | IA | Sioux City TS | 26 | 321.0 | 0.0 | 96.6 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 |

TABLE 3.04 as of 06/02/86 — continued

**SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 7013 | IA | Waterloo-Black Hawk Cnty | 40 | 31.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 0011 | ID | Boise-Urban Stages | 27 | 69.1 | 62.9 | 1.1 | 16.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | 40 | 4026.1 | 0.0 | 80.4 | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5057 | IL | Rock Island County MTD | 32 | 2547.5 | 53.6 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 44.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5059 | IL | Springfield MTD | 39 | 3190.4 | 58.5 | 21.6 | 0.0 | 0.0 | 0.0 | 19.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5045 | IN | Gary PTC | 26 | 325.9 | 99.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5048 P | IN | Hammand-Lake County EOC | 26 | 91.6 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5104 | IN | N Indiana Commuter TD | 36 | 2181.4 | 79.1 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 18.2 |
| 7015 | KS | Wichita Metropolitan TAu | 49 | 177.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 6024 | LA | Shreveport Area TS | 45 | 82.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 1061 | MA | Fitchbrg-Montachusett RTA | 31 | 840.1 | 21.0 | 42.9 | 7.0 | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 |
| 1005 | MA | Lowell RTA | 37 | 893.9 | 0.7 | 78.4 | 0.2 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 |
| 1013 | MA | Merrimack Valley TA | 45 | 676.0 | 79.8 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 |
| 3046 | MD | Wash-Balt-MD DeptOTr | 41 | 1083.7 | 78.3 | 0.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1016 | ME | Gr Portland Transit Dist | 38 | 755.8 | 31.6 | 48.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5034 P | MI | Jackson PTC | 29 | 51.9 | 72.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 25.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5035 | MI | Kalamazoo Metro TS | 39 | 360.0 | 0.0 | 79.9 | 0.0 | 0.0 | 0.0 | 20.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5039 | MI | Saginaw TS | 36 | 3175.2 | 32.6 | 47.4 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7003 | MO | Springfield City Utility | 26 | 817.2 | 0.0 | 80.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.7 |
| 8004 | MT | Billings Metro Transit | 31 | 1181.9 | 68.7 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4051 | NC | Chapel Hill Transit | 33 | 100.1 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 1002 | NH | Manchester TA | 32 | 546.0 | 0.0 | 83.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | 32 | 85.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 9001 | NV | Reno-RTC of Washoe | 30 | 5244.7 | 68.8 | 11.2 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 |
| 2003 | NY | Broome Cnty Pub Trans | 45 | 971.5 | 72.3 | 2.7 | 0.0 | 0.0 | 0.0 | 16.0 | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 |
| 2099 | NY | Staten Island Rapid Trans | 36 | 841.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 5011 | OH | Canton RTA | 39 | 298.8 | 12.0 | 76.8 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5024 | OH | Youngstown-Western Res | 38 | 2366.2 | 0.0 | 85.5 | 0.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0025 | OR | Salem Area MTD | 44 | 1135.1 | 48.9 | 51.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3011 | PA | Altoona-Amtran | 25 | 87.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | 45 | 519.2 | 79.8 | 0.2 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |
| 3018 | PA | Lancaster-Red Rose TA | 30 | 71.5 | 34.3 | 45.7 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 3025 | PA | Scranton-Lackawanna TA | 26 | 66.4 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 |
| 3054 | PA | St College-Centre ArTAu | 29 | 98.1 | 0.0 | 72.7 | 0.0 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 |
| 4053 | SC | Greenville TA | 28 | 2473.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 |
| 8014 | SD | Rapid City Transit System | 25 | 129.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 6010 | TX | City of Lubbock | 26 | 185.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 |
| 3007 | VA | Gr. Roanoke Transit Co. | 25 | 1439.1 | 81.0 | 0.5 | 0.0 | 0.0 | 0.0 | 17.5 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 |
| 0021 | WA | Bellingham Muni Transit | 30 | 85.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 |
| 0005 | WA | City of Everett Trans. | 35 | 2017.7 | 58.6 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 |
| 0019 | WA | Olympia-Intercity Transit | 30 | 2823.3 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | 30 | 699.0 | 0.0 | 41.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.3 | 0.0 | 9.8 |
| 5001 | WI | Appleton-Valley Transit | 32 | 688.9 | 0.0 | 74.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.2 | 0.0 | 0.0 | 0.0 |
| 5006 | WI | Belle Urban System | 40 | 64.8 | 0.0 | 79.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 |
| 5003 | WI | Kenosha Transit Comm | 28 | 237.7 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5004 | WI | La Crosse Municipal TU | 28 | 3255.7 | 69.5 | 9.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | 3 | 71.4 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 9034 | AZ | Glendale Dial-A-Ride | 9 | 32.0 | 0.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 9044 | CA | Arcadia Dial-A-Ride | 14 | 144.1 | 0.0 | 45.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 53.0 | 0.0 | 0.0 |
| 9043 | CA | City of Commerce | 7 | 351.1 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | 7 | 528.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | 7 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 0.0 | 0.0 | 64.6 | 0.0 | 0.0 |
| 9091 | CA | City of Visalia | 7 | 38.9 | 0.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | 15 | 1378.4 | 92.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | -0.0 |
| 9024 | CA | La Mirada Dial-A-Ride | 5 | 46.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| 9119 | CA | Laguna Beach Muni Transit | 3 | 158.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9088 | CA | Napa City Bus | 8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | 19 | 919.4 | 0.0 | 78.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.5 | 0.0 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | 22 | 199.7 | 0.0 | 22.9 | 0.0 | 0.0 | 0.0 | 77.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | 211.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 79.6 | 0.0 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 |
| 9086 | CA | Riverside Specl Trans Svc | 14 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9017 | CA | Santa Rosa Muni Transit | 16 | 27.0 | 0.0 | 30.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 0.0 | 0.0 |

TABLE 3.04 as of 06/02/86 — continued

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | | | | DEDICATED | | | | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | OTHER DOT | OTHER FED | GENL REV | TAX | TOLL | OTHER | GENL REV | TAX | TOLL | OTHER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 9089 | CA | Sonoma County Transit | 20 | 2043.1 | 0.0 | 0.0 | 24.2 | 0.0 | 0.0 | 27.1 | 0.0 | 0.0 | 0.0 | 48.7 | 0.0 | 0.0 | 0.0 |
| 9090 | CA | Woodland-Yolobus | 11 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| 9061 | CA | Yuba City-Hub Area TAu | 15 | 0.9 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8010 | CO | City of Greeley | 15 | 114.0 | 53.1 | 26.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 8011 | CO | Fort Collins-Transport | 11 | 1175.0 | 79.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 8007 | CO | Pueblo Transportation Co | 21 | 430.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 1051 | CT | Danbury-Housatonic ART | 22 | 0.1 | 55.3 | 35.5 | 0.0 | 0.0 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1042 | CT | Derby-Valley Transit | 10 | 391.4 | 4.1 | 75.6 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1049 | CT | Gr New Haven Transit | 6 | 1.9 | 0.0 | 91.1 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1060 | CT | Milford TD | 5 | 8.8 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1040 | CT | Norwich-Southeast Area | 17 | 368.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 1041 | CT | Westport TD | 16 | 56.6 | 17.6 | 61.8 | 0.0 | 0.0 | 0.0 | 20.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3047 | DE | Dover-Delaware TA | 3 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | 18 | 38.2 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4028 | FL | Fort Myers-Lee County TS | 16 | 33.9 | 10.6 | 69.3 | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| 4031 | FL | Lakeland Area MTD | 11 | 192.8 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 4046 | FL | Sarasota Cnty Area Trans | 16 | 36.8 | 0.0 | 92.7 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4021 | GA | Albany TS | 11 | 60.2 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4047 | GA | Athens TS | 10 | 3.1 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 4058 | GA | Rome TD | 20 | 67.8 | 0.0 | 0.0 | 0.0 | 80.5 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.0 |
| 7007 | IA | Bettendorf TS | 8 | 68.0 | 0.0 | 82.4 | 0.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 |
| 7011 | IA | City of Dubuque-Keyline | 22 | 209.6 | 0.0 | 79.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | 0.0 |
| 7030 | IA | Coralville Iowa Transit | 8 | 72.1 | 0.0 | 77.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 0.0 | 0.0 |
| 7009 | IA | Davenport Public Transit | 23 | 12.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5047 | IL | Bloomington-Public TS | 16 | 108.8 | 2.8 | 80.3 | 0.0 | 0.0 | 0.0 | 15.7 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 |
| 5055 | IL | Loves Park TS | 5 | 125.9 | 0.0 | 56.1 | 0.0 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 0.0 | 0.0 |
| 5065 | IL | Pekin Municipal Bus Serv | 2 | 29.3 | 0.0 | 79.4 | 0.0 | 0.0 | 0.0 | 16.2 | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 |
| 5110 | IN | Bloomington Public TrCorp | 9 | 60.4 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 |
| 5041 | IN | City of Anderson TS | 10 | 62.0 | 0.0 | 52.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.2 | 0.0 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 |
| 5042 | IN | East Chicago Bus TS | 4 | 74.1 | 0.0 | 79.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 | 0.0 |
| 5051 | IN | Greater Lafayette PTC | 20 | 214.1 | 0.0 | 43.0 | 0.0 | 0.0 | 37.0 | 8.2 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 6.0 |
| 5102 | IN | Hammond Transit System | 8 | 0.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 5043 | IN | Metro Evansville TS | 15 | 851.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 |
| 5054 | IN | Muncie Indiana PTC | 22 | 230.8 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5105 | IN | Portage Township | 4 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 7014 | KS | Topeka MTA | 24 | 305.8 | 0.0 | 70.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.3 | 0.0 | 0.0 |
| 4016 | KY | Ashland Bus System | 6 | 40.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | 2 | 100.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4020 | KY | Owensboro TS | 8 | 18.6 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 6025 | LA | Alexandria TS | 13 | 0.3 | 0.0 | 92.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 |
| 6029 | LA | Gretna-Westside Transit | 22 | 594.7 | 0.0 | 78.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 |
| 6023 | LA | Lake Charles TS | 9 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 6026 | LA | Monroe TS | 13 | 641.1 | 0.0 | 73.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | 0.0 | 0.0 | 0.0 |
| 1053 | MA | Gloucester-Cape Ann TA | 7 | 144.7 | 0.0 | 77.3 | 0.0 | 0.0 | 0.0 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | 21 | 424.9 | 74.4 | 7.7 | 0.0 | 1.2 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1007 | MA | Pittsfield-Berkshire RTA | 23 | 143.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 3040 | MD | City of Annapolis | 24 | 419.6 | 0.0 | 83.8 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 |
| 3043 | MD | Columbia TS | 6 | 13.8 | 0.0 | 0.0 | 0.0 | 80.0 | 0.0 | 15.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 |
| 1088 | ME | Casco Bay Island TD | 3 | 637.0 | 0.0 | 96.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5030 | MI | Battle Creek Transit | 17 | 104.1 | 22.1 | 57.9 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5026 | MN | City of Moorhead Transit | 10 | 9.2 | 45.0 | 32.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 | 0.0 |
| 5028 | MN | St Cloud Metro Trans Comm | 20 | 563.9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4014 | MS | Gulfprt-Mississippi Coast | 11 | 185.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 8012 | MT | Great Falls TD | 13 | 83.1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8009 | MT | Missoula Urban TD | 19 | 73.8 | 36.2 | 29.2 | 34.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4005 | NC | Asheville TA | 17 | 70.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4009 | NC | Fayetteville Area Transit | 13 | 141.4 | 0.0 | 76.2 | 0.0 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | 0.0 |
| 4010 | NC | Gastonia Transit Dept | 5 | 223.1 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 |
| 4013 P | NC | Greensboro Agency Transp | 17 | 276.6 | 0.0 | 81.0 | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 8.6 | 1.3 | 0.0 | 0.0 | 0.0 |
| 4011 | NC | High Point City TS | 19 | 9.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 4006 | NC | Wilmington TA | 14 | 1.4 | 0.0 | 80.1 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 8003 | ND | Fargo Metro Area Transit | 14 | 2556.0 | 70.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 |
| 8008 | ND | Grand Forks City Bus | 17 | 849.2 | 20.2 | 59.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 2010 | NY | Dutchess County Loop | 11 | 1805.2 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 |

TABLE 3.04 as of 06/02/86 — continued

## SOURCES OF PUBLIC CAPITAL ASSISTANCE FOR TRANSIT: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | | | | DEDICATED | | | | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | OTHER DOT | OTHER FED | GENL REV | TAX | TOLL | OTHER | GENL REV | TAX | TOLL | OTHER |
| | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2071 | NY | Huntington Area Rapid | 12 | 506.0 | 33.5 | 45.3 | 0.0 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 |
| 2006 | NY | Long Beach TA | 8 | 256.6 | 0.0 | 85.0 | 0.0 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | 5 | 248.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 2118 | NY | Onondaga County | 19 | 47.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2096 | NY | Putnam Area Rapid Transit | 17 | 137.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 |
| 2015 | NY | Rome-VIP Transportation | 5 | 236.1 | 26.8 | 64.1 | 0.0 | 0.0 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | 8 | 293.4 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5116 | OH | City of Steubenville | 4 | 29.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 5097 | OH | Kent-Campus Bus Service | 22 | 20.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 |
| 5093 | OH | Lima-Allen County RTA | 14 | 14.4 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 5095 | OH | Lorain Cnty Transit Brd | 10 | 36.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 |
| 5019 | OH | Middletown TS | 4 | 1.6 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 |
| 5117 | OH | Painesville-Laketran | 23 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 5090 | OH | Richland Cnty Transit Brd | 16 | 467.2 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 |
| 5020 P | OH | Springfield Bus Company | 9 | 19.4 | 0.0 | 88.8 | 0.0 | 0.0 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0034 | OR | Medford-Rogue Valley TD | 14 | 121.0 | 0.0 | 36.1 | 43.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 3023 | PA | Beaver County-BCTA | 20 | 16.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | 17 | 2784.8 | 74.8 | 4.2 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 |
| 3055 | PA | Shenango Valley Shuttle | 3 | 14.2 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 3050 P | PA | Wash.-GG&C Bus | 13 | 750.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | 0.0 |
| 3044 | PA | Westmore County TA | 6 | 1396.8 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.7 | 3.3 | 0.0 | 0.0 | 0.0 |
| 3027 | PA | York Area TA | 14 | 2.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 8002 | SD | City of Sioux Falls-TS | 18 | 4790.6 | 0.0 | 70.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.0 | 0.0 | 0.0 | 0.1 |
| 4054 | TN | Johnson City TS | 5 | 55.3 | 0.0 | 81.0 | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| 6041 | TX | Arlington Handitran | 5 | 745.0 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 |
| 6014 | TX | City of Brownsville | 17 | 556.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | 10 | 1.2 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 |
| 6013 | TX | Port Arthur Transit | 14 | 68.8 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 |
| 6037 | TX | San Angelo TD | 6 | 42.7 | 0.0 | 47.8 | 0.0 | 0.0 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 44.5 | 0.0 | 0.0 | 0.0 |
| 6012 | TX | Waco Transit System | 20 | 59.3 | 0.0 | 81.4 | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 |
| 6035 | TX | Wichita Falls TS | 9 | 430.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 |
| 3036 | VA | Charlottesville Transit | 8 | 111.1 | 0.0 | 0.0 | 0.0 | 80.0 | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PUBLIC ASSISTANCE $ IN THOUS | PERCENT OF TOTAL PUBLIC FUNDING | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FEDERAL | | | | | STATE | | | | LOCAL | | | |
| | | | | | UMTA | | | OTHER DOT | OTHER FED | GENL REV | DEDICATED | | | GENL REV | DEDICATED | | |
| | | | | | SEC 3 | SEC 5, 9A, AND/OR 9 | OTHER | | | | TAX | TOLL | OTHER | | TAX | TOLL | OTHER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | | |
| 3045 | VA | Charlottesville-Jaunt | 16 | 113.0 | 0.0 | 44.4 | 35.6 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | 22 | 85.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 |
| 3009 | VA | Petersburg Area Transit | 9 | 12.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 1066 | VT | Chittenden County TA | 20 | 153.9 | 0.0 | 78.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.8 | 0.0 | 0.0 | 1.9 |
| 0016 | WA | City of Longview | 6 | 327.0 | 13.9 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | 18.2 |
| 0023 | WA | City of Seattle | 4 | 63.8 | 0.0 | 40.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59.1 | 0.0 | 0.0 | 0.0 |
| 0033 P | WA | Everett-Snohomish Seniors | 20 | 20.3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0028 | WA | Tacoma-Pierce Cnty Ferry | 1 | 1128.1 | 0.0 | 0.0 | 0.0 | 74.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.4 |
| 0032 | WA | Wash DOT/Seattle Ferry | 22 | 48258.5 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56.5 | 0.0 | 40.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | 1 | 1479.7 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.1 | 0.0 | 37.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5109 | WI | Beloit Transit System | 12 | 825.8 | 69.8 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.2 | 0.0 | 0.0 | 0.0 |
| 5099 | WI | Eau Claire Transit | 15 | 156.7 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5002 | WI | Green Bay TS | 24 | 899.2 | 4.2 | 75.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5108 | WI | Janesville Transit System | 15 | 111.5 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | 16 | 127.9 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 5096 | WI | Waukesha Metro Transit | 13 | 101.4 | 19.6 | 54.4 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 | 0.0 | 0.0 | 0.0 |
| 5091 | WI | Wausau Area Transit | 14 | 33.8 | 0.0 | 78.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | 18 | 22.3 | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | 6 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | 16 | 74.2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.05 as of 06/02/86

## STATE TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT CAPITAL: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED STATE TAX | PERCENT OF DEDICATED STATE TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROP-ERTY TAXES | PAY-ROLL TAXES | UTILITY TAXES | COM-MUTER TAXES | GASO-LINE TAXES | OTHER TAXES |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | 12407141 | 0.0 | 29.4 | 0.0 | 0.0 | 0.0 | 0.0 | 70.6 | 0.0 |
| 2080 | NJ | Newark-NJT Corp | 2229 | 876089 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| 0001 | WA | Seattle Metro | 1113 | 2830000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | 348992 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 9015 | CA | San Francisco-MUNI | 856 | 13362232 | 0.0 | 89.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 |
| 0008 | OR | Portland-Tri-County MTD | 588 | 3603000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9003 | CA | San Francisco-BART | 327 | 4921203 | 0.0 | 36.6 | 0.0 | 0.0 | 0.0 | 0.0 | 63.4 | 0.0 |
| 9013 | CA | Santa Clara County TD | 445 | 10683368 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5031 | MI | Detroit - SEMTA | 451 | 11775000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9023 | CA | Long Beach PTC | 146 | 1665478 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | 71660 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | 122 | 51361 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 6033 | AR | Little Rock-Metroplan | 51 | 33707 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 9030 | CA | N San Diego Transit Dev | 92 | 366037 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | 71 | 108000 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9095 | CA | San Diego Reg Trans Serv | 98 | 208789 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9075 | CA | San Francisco-Caltrans | 97 | 14387166 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | 59 | 1337714 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | 95 | 91650 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5056 | IL | Greater Peoria Mass TD | 51 | 4445 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | 77 | 29628 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | 53 | 1379308 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0020 | WA | Kitsap County Transit | 70 | 96286 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | 72 | 31338 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | 61 | 708220 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED STATE TAX | PERCENT OF DEDICATED STATE TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROP-ERTY TAXES | PAY-ROLL TAXES | UTILITY TAXES | COM-MUTER TAXES | GASO-LINE TAXES | OTHER TAXES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9007 | CA | Modesto Intracity Transit | 29 | 251765 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | 40 | 83142 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | 49 | 714970 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5057 | IL | Rock Island County MTD | 32 | 1133467 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5034 P | MI | Jackson PTC | 29 | 13214 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0019 | WA | Olympia-Intercity Transit | 30 | 564658 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9043 | CA | City of Commerce | 7 | 70219 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | 7 | 9528 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9119 | CA | Laguna Beach Muni Transit | 3 | 158360 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 9088 | CA | Napa City Bus | 8 | 886 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | 168780 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9086 | CA | Riverside Specl Trans Svc | 14 | 13500 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4038 | FL | Escambia County TSys | 18 | 3818 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4046 | FL | Sarasota Cnty Area Trans | 16 | 2703 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4021 | GA | Albany TS | 11 | 6022 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5041 | IN | City of Anderson TS | 10 | 5114 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3045 | VA | Charlottesville-Jaunt | 16 | 21435 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 0016 | WA | City of Longview | 6 | 130944 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | 22 | 27289495 | 0.0 | 0.0 | 65.4 | 0.0 | 0.0 | 0.0 | 25.2 | 9.5 |
| 0031 | WA | Wash DOT/Tacoma Ferry | 1 | 770529 | 0.0 | 0.0 | 65.4 | 0.0 | 0.0 | 0.0 | 25.2 | 9.5 |

TABLE 3.06 as of 06/02/86

## LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT CAPITAL: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED LOCAL TAX | PERCENT OF DEDICATED LOCAL TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROP-ERTY TAXES | PAY-ROLL TAXES | UTILITY TAXES | COM-MUTER TAXES | GASO-LINE TAXES | OTHER TAXES |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | 21332778 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5066 | IL | Chicago-CTA | 2798 | 1608816 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | 1596922 | 0.0 | 2.6 | 97.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9015 | CA | San Francisco-MUNI | 856 | 2637577 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4034 | FL | Miami-Dade Cnty TA | 570 | 42497810 | 0.0 | 0.0 | 97.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| 4022 | GA | Atlanta-MARTA | 742 | 55843838 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | 963 | 3119071 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | 625 | 3555000 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6008 | TX | Houston-MTA | 737 | 165550143 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9003 | CA | San Francisco-BART | 327 | 1754290 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9009 | CA | San Mateo County District | 263 | 1553373 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9013 | CA | Santa Clara County TD | 445 | 8807191 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | 400 | 479486 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5012 | OH | Cincinnati-SORTA | 330 | 183160 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | 296 | 3775114 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | 100 | 202979 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 9023 | CA | Long Beach PTC | 146 | 82249 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | 109294 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9026 | CA | San Diego TS | 209 | 1410185 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | 207 | 777512 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 4018 | KY | Louisville-TA River City | 239 | 29835 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 1008 | MA | Pioneer Valley TA | 106 | 266112 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7005 | MO | Kansas City Area TA | 235 | 853459 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5017 | OH | Dayton Miami Valley RTA | 182 | 117383 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5022 | OH | Toledo RTA | 178 | 104621 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0002 | WA | Spokane Transit Authority | 124 | 252091 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | 183 | 1967543 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED LOCAL TAX | PERCENT OF DEDICATED LOCAL TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROP-ERTY TAXES | PAY-ROLL TAXES | UTILITY TAXES | COM-MUTER TAXES | GASO-LINE TAXES | OTHER TAXES |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | |
| 9078 | CA | Central Contra Costa TS | 58 | 1747376 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | 76 | 512600 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9030 | CA | N San Diego Transit Dev | 92 | 49098 | 0.0 | 93.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 |
| 9031 | CA | Riverside Transit Agency | 71 | 70000 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9095 | CA | San Diego Reg Trans Serv | 98 | 726254 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | 95 | 1248000 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | 50 | 262582 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | 65 | 280395 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5052 | IN | South Bend PTC | 52 | 452961 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4019 | KY | Ft Wright-TA No Kentucky | 86 | 39366 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4012 | NC | Winston-Salem TA | 64 | 99565 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | 61 | 252746 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | 50 | 76368 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | |
| 9004 | CA | Bakrsfld-Golden Empire TD | 38 | 473298 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9010 | CA | City of Torrance TS | 30 | 159094 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | 40 | 62289 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | 29 | 130613 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | 40 | 74715 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9028 | CA | Vallejo Transit | 25 | 16290 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | 27 | 382582 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7012 | IA | Sioux City TS | 26 | 5834 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | 49 | 35551 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4051 | NC | Chapel Hill Transit | 33 | 10014 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0005 | WA | City of Everett Trans. | 35 | 336289 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | 30 | 337652 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | |
| 9044 | CA | Arcadia Dial-A-Ride | 14 | 76441 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | 7 | 17401 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9091 | CA | City of Visalia | 7 | 7787 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | 15 | 111298 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |

TABLE 3.06 as of 06/02/86 — continued

## LOCAL TAXES DEDICATED AT THEIR SOURCE FOR TRANSIT CAPITAL: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL REVENUE FROM DEDICATED LOCAL TAX | PERCENT OF DEDICATED LOCAL TAX REVENUE BY TYPE OF TAX | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | INCOME TAXES | SALES TAXES | PROP-ERTY TAXES | PAY-ROLL TAXES | UTILITY TAXES | COM-MUTER TAXES | GASO-LINE TAXES | OTHER TAXES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9024 | CA | La Mirada Dial-A-Ride | 5 | 46305 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | 43133 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9017 | CA | Santa Rosa Muni Transit | 16 | 18779 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9090 | CA | Woodland-Yolobus | 11 | 2654 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4031 | FL | Lakeland Area MTD | 11 | 19283 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5110 | IN | Bloomington Public TrCorp | 9 | 4024 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7014 | KS | Topeka MTA | 24 | 89714 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8008 | ND | Grand Forks City Bus | 17 | 169830 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 5097 | OH | Kent-Campus Bus Service | 22 | 2087 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| 0034 | OR | Medford-Rogue Valley TD | 14 | 24200 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | 16 | 25586 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | 18 | 4465 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.07 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 414125.3 | 53.4 | 26.5 | 1.5 | 18.6 | 0.0 | 0.0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 214714.5 | 58.2 | 23.4 | 3.9 | 14.5 | 0.0 | 0.0 |
| | | | RR | 264 | 132217.7 | 23.5 | 25.4 | 21.3 | 29.8 | 0.0 | 0.0 |
| | | | TOTAL | 1699 | 346932.2 | 45.0 | 24.2 | 10.5 | 20.3 | 0.0 | 0.0 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 344470.1 | 62.7 | 21.1 | 6.7 | 9.4 | 0.0 | 0.0 |
| | | | RR | 890 | 203681.8 | 37.5 | 18.2 | 21.7 | 22.6 | 0.0 | 0.0 |
| | | | DR | 40 | 3700.7 | 68.8 | 25.1 | 6.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 2798 | 551852.6 | 53.5 | 20.1 | 12.2 | 14.2 | 0.0 | 0.0 |
| 1003 | MA | Boston-MBTA | MB | 745 | 112074.9 | 55.7 | 23.0 | 4.2 | 16.3 | 0.7 | 0.0 |
| | | | RR | 301 | 142153.1 | 36.1 | 18.0 | 23.1 | 22.8 | 0.0 | 0.0 |
| | | | SC | 90 | 22335.1 | 31.8 | 23.7 | 16.3 | 28.3 | 0.0 | 0.0 |
| | | | TB | 25 | 3775.5 | 50.7 | 29.6 | 7.4 | 12.4 | 0.0 | 0.0 |
| | | | FB | 2 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | CR | 0 | 50222.1 | 0.0 | 0.0 | 0.0 | 3.6 | 0.4 | 95.9 |
| | | | DR | 24 | 1862.8 | 8.7 | 0.0 | 0.0 | 0.0 | 91.3 | 0.0 |
| | | | TOTAL | 1187 | 332450.5 | 37.0 | 17.4 | 12.5 | 17.9 | 0.8 | 14.5 |
| 2080 | NJ | Newark-NJT Corp | MB | 1580 | 222356.9 | 52.1 | 21.2 | 1.0 | 25.6 | 0.0 | 0.0 |
| | | | SC | 16 | 2337.6 | 48.7 | 18.0 | 0.8 | 32.5 | 0.0 | 0.0 |
| | | | CR | 633 | 173160.1 | 40.3 | 18.5 | 25.0 | 16.2 | 0.0 | 0.0 |
| | | | TOTAL | 2229 | 397854.6 | 46.9 | 20.0 | 11.5 | 24.2 | 0.0 | 0.0 |
| 2008 | NY | New York CTA | MB | 3252 | 761001.2 | 58.9 | 25.2 | 3.0 | 12.9 | 0.0 | 0.0 |
| | | | RR | 4932 | 1750310.5 | 29.2 | 18.3 | 21.4 | 31.1 | 0.0 | 0.0 |
| | | | TOTAL | 8184 | 2511311.7 | 38.2 | 20.4 | 15.8 | 25.6 | 0.0 | 0.0 |
| 2100 | NY | New York-LIRR | CR | 1093 | 430898.0 | C1 | C1 | C1 | C1 | 0.0 | 0.0 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 154644.5 | 56.7 | 21.4 | 4.4 | 17.4 | 0.0 | 0.0 |
| | | | RR | 286 | 87897.5 | 22.0 | 15.4 | 22.0 | 40.6 | 0.0 | 0.0 |
| | | | SC | 186 | 38054.3 | 44.0 | 25.6 | 13.5 | 16.8 | 0.0 | 0.0 |
| | | | TB | 69 | 7283.4 | 54.4 | 19.1 | 6.3 | 20.1 | 0.0 | 0.0 |
| | | | CR | 340 | 122706.0 | 22.6 | 13.7 | 27.6 | 36.3 | -0.2 | 0.0 |
| | | | DR | 46 | 2979.4 | 0.1 | 0.0 | 0.0 | 5.4 | 94.5 | 0.0 |
| | | | TOTAL | 2003 | 413565.1 | 37.6 | 18.0 | 15.9 | 27.9 | 0.6 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 3022 | PA | Pittsburgh-PAT | MB | 792 | 117801.5 | 55.9 | 24.6 | 5.2 | 14.1 | 0.2 | 0.0 |
| | | | SC | 46 | 14172.6 | 38.6 | 29.4 | 17.0 | 15.1 | 0.0 | 0.0 |
| | | | CR | 8 | 1957.7 | 0.0 | 0.0 | 0.5 | 4.0 | 95.5 | 0.0 |
| | | | IP | 4 | 316.3 | 54.6 | 0.6 | 36.3 | 8.4 | 0.0 | 0.0 |
| | | | DR | 151 | 2966.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 1001 | 137214.5 | 52.1 | 24.1 | 6.3 | 13.8 | 3.7 | 0.0 |
| 0001 | WA | Seattle Metro | MB | 869 | 97644.3 | 59.0 | 18.9 | 5.1 | 16.4 | 0.6 | 0.0 |
| | | | TB | 88 | 15244.8 | 56.4 | 15.0 | 12.7 | 15.9 | 0.0 | 0.0 |
| | | | VP | 106 | 2098.4 | 17.9 | 14.6 | 0.7 | 66.9 | 0.0 | 0.0 |
| | | | DR | 50 | 423.9 | 0.0 | 0.0 | 0.0 | 4.5 | 95.5 | 0.0 |
| | | | TOTAL | 1113 | 115411.4 | 57.7 | 18.2 | 6.0 | 17.2 | 0.9 | 0.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 95841.1 | 66.3 | 14.4 | 2.5 | 16.7 | 0.0 | 0.0 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 83291.0 | 60.6 | 20.1 | 5.6 | 13.6 | 0.0 | 0.0 |
| | | | SC | 92 | 33891.9 | 47.8 | 29.8 | 14.4 | 8.0 | 0.0 | 0.0 |
| | | | TB | 278 | 49630.9 | 60.9 | 18.8 | 5.0 | 15.2 | 0.0 | 0.0 |
| | | | CC | 26 | 2035.0 | 44.2 | 17.7 | 36.8 | 1.3 | 0.0 | 0.0 |
| | | | TOTAL | 856 | 168848.9 | 57.9 | 21.7 | 7.6 | 12.8 | 0.0 | 0.0 |
| 8006 | CO | Denver-RTD | MB | 613 | 86618.6 | 52.6 | 23.3 | 7.1 | 17.0 | 0.0 | 0.0 |
| | | | JT | 1 | 16.7 | 7.7 | 0.0 | 0.0 | 0.0 | 92.3 | 0.0 |
| | | | TOTAL | 614 | 86635.3 | 52.6 | 23.3 | 7.1 | 17.0 | 0.0 | 0.0 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 84344.5 | 60.1 | 27.2 | 2.9 | 9.7 | 0.0 | 0.0 |
| | | | RR | 40 | 11920.0 | 13.5 | 5.7 | 11.4 | 69.3 | 0.0 | 0.0 |
| | | | DR | 102 | 2298.9 | 0.0 | 0.0 | 0.0 | 19.0 | 81.0 | 0.0 |
| | | | TOTAL | 570 | 98563.4 | 53.1 | 24.0 | 3.9 | 17.2 | 1.9 | 0.0 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 77660.6 | 62.4 | 22.1 | 1.4 | 14.1 | 0.0 | 0.0 |
| | | | RR | 78 | 23801.9 | 19.5 | 14.7 | 26.9 | 38.9 | 0.0 | 0.0 |
| | | | TOTAL | 742 | 101462.5 | 52.4 | 20.3 | 7.4 | 19.9 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 3034 | MD | Baltimore-MTA | MB | 712 | 97957.5 | 56.9 | 21.3 | 2.4 | 19.4 | 0.0 | 0.0 |
| | | | RR | 42 | 7942.8 | 21.7 | 15.5 | 31.3 | 31.5 | 0.0 | 0.0 |
| | | | DR | 13 | 1047.7 | 87.0 | 8.6 | 0.5 | 3.9 | 0.0 | 0.0 |
| | | | TOTAL | 767 | 106948.0 | 54.6 | 20.7 | 4.5 | 20.2 | 0.0 | 0.0 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 108391.5 | 53.1 | 26.8 | 4.4 | 15.8 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | MB | 844 | 91622.1 | 60.5 | 22.5 | 2.6 | 14.3 | 0.1 | 0.0 |
| | | | VP | 63 | 453.1 | 26.7 | 0.0 | 0.0 | 73.3 | 0.0 | 0.0 |
| | | | DR | 56 | 4839.4 | 53.4 | 13.1 | 0.0 | 29.1 | 4.4 | 0.0 |
| | | | TOTAL | 963 | 96914.6 | 60.0 | 21.9 | 2.4 | 15.4 | 0.3 | 0.0 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 81911.0 | 54.5 | 21.2 | 4.6 | 19.6 | 0.0 | 0.0 |
| 2078 | NY | New York-MTNR | CR | 782 | 371696.4 | C1 | C1 | C1 | C1 | 0.7 | 0.0 |
| 5015 | OH | Cleveland RTA | MB | 626 | 85589.8 | 47.9 | 19.3 | 6.8 | 19.6 | 6.4 | 0.0 |
| | | | RR | 46 | 14846.7 | 41.0 | 26.2 | 21.1 | 11.7 | 0.0 | 0.0 |
| | | | SC | 28 | 7300.7 | 41.5 | 26.0 | 20.9 | 11.6 | 0.0 | 0.0 |
| | | | DR | 69 | 4643.3 | 32.5 | 33.8 | 8.5 | 14.8 | 10.4 | 0.0 |
| | | | TOTAL | 769 | 112380.4 | 45.9 | 21.3 | 9.7 | 17.8 | 5.3 | 0.0 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 78671.0 | 58.4 | 21.6 | 1.6 | 18.4 | 0.0 | 0.0 |
| | | | DR | 94 | 1948.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 588 | 80619.0 | 57.0 | 21.1 | 1.5 | 18.0 | 2.4 | 0.0 |
| 6004 | TX | Dallas TS | MB | 452 | 48529.2 | 47.1 | 19.2 | 2.8 | 30.9 | 0.0 | 0.0 |
| | | | DR | 175 | 1908.6 | 0.0 | 0.0 | 0.0 | 4.7 | 95.3 | 0.0 |
| | | | TOTAL | 627 | 50437.8 | 45.3 | 18.5 | 2.7 | 29.9 | 3.6 | 0.0 |
| 6008 | TX | Houston-MTA | MB | 671 | 110162.0 | 44.1 | 20.2 | 4.0 | 25.2 | 6.5 | 0.0 |
| | | | DR | 66 | 4490.4 | 6.6 | 0.0 | 0.0 | 0.2 | 93.2 | 0.0 |
| | | | TOTAL | 737 | 114652.4 | 42.6 | 19.4 | 3.9 | 24.2 | 9.9 | 0.0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 62867.7 | 62.7 | 21.6 | 3.9 | 11.7 | 0.0 | 0.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 63870.9 | 53.1 | 17.8 | 2.5 | 16.1 | 0.0 | 10.5 |
| | | | DR | 86 | 4604.6 | 15.0 | 0.8 | 1.2 | 0.2 | 82.7 | 0.0 |
| | | | TOTAL | 413 | 68475.5 | 50.5 | 16.7 | 2.4 | 15.0 | 5.6 | 9.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

**TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9016 | CA | San Fran-Golden Gate TD | MB | 243 | 28715.5 | 60.1 | 16.1 | 1.8 | 18.4 | 3.7 | 0.0 |
| | | | FB | 3 | 5864.0 | 62.1 | 15.0 | 3.9 | 19.0 | 0.0 | 0.0 |
| | | | VP | 16 | 475.2 | 13.1 | 12.9 | 0.2 | 73.7 | 0.0 | 0.0 |
| | | | TOTAL | 262 | 35054.8 | 59.8 | 15.8 | 2.1 | 19.2 | 3.0 | 0.0 |
| 9003 | CA | San Francisco-BART | MB | 0 | 7456.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | RR | 327 | 126589.7 | 27.9 | 19.5 | 22.2 | 30.3 | 0.0 | 0.0 |
| | | | TOTAL | 327 | 134046.5 | 26.4 | 18.5 | 21.0 | 28.6 | 0.0 | 5.6 |
| 9009 | CA | San Mateo County District | MB | 251 | 25731.3 | 62.9 | 18.0 | 3.2 | 15.9 | 0.0 | 0.0 |
| | | | CR | 0 | 3749.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | DR | 12 | 801.0 | 64.4 | 30.4 | 0.0 | 5.3 | 0.0 | 0.0 |
| | | | TOTAL | 263 | 30281.3 | 55.1 | 16.1 | 2.7 | 13.7 | 0.0 | 12.4 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 87141.1 | 49.6 | 27.3 | 3.4 | 19.7 | 0.0 | 0.0 |
| | | | CR | 0 | 3812.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | TOTAL | 445 | 90953.5 | 47.5 | 26.2 | 3.2 | 18.9 | 0.0 | 4.2 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 50763.8 | 59.8 | 23.6 | 1.8 | 14.8 | 0.0 | 0.0 |
| | | | DR | 44 | 2538.6 | 0.0 | 0.0 | 0.0 | 3.9 | 96.1 | 0.0 |
| | | | TOTAL | 416 | 53302.4 | 56.9 | 22.5 | 1.7 | 14.3 | 4.6 | 0.0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 68107.4 | 51.8 | 24.1 | 16.6 | 7.4 | 0.0 | 0.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 296 | 94683.6 | 28.8 | 15.4 | 9.4 | 12.6 | 1.0 | 32.7 |
| 5113 | IL | Chicago-Suburban Bus Div | MB | 92 | 32677.6 | 0.0 | 0.0 | 0.0 | 32.0 | 25.8 | 42.2 |
| | | | DR | 275 | 8689.3 | 0.0 | 0.0 | 0.0 | 32.0 | 47.4 | 20.6 |
| | | | TOTAL | 367 | 41366.9 | 0.0 | 0.0 | 0.0 | 32.0 | 30.3 | 37.7 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 48710.7 | 52.8 | 30.0 | 1.8 | 15.5 | 0.0 | 0.0 |
| | | | SC | 22 | 3795.4 | 41.0 | 27.8 | 13.7 | 17.4 | 0.0 | 0.0 |
| | | | DR | 5 | 506.8 | 0.0 | 0.0 | 0.0 | 16.3 | 83.7 | 0.0 |
| | | | TOTAL | 400 | 53012.8 | 51.4 | 29.5 | 2.6 | 15.6 | 0.8 | 0.0 |
| 1071 | MA | Boston-B & M/MBTA | CR | 255 | 51002.6 | C1 | C1 | C1 | C1 | 0.0 | 0.0 |
| 5031 | MI | Detroit - SEMTA | MB | 240 | 83792.6 | 19.2 | 10.0 | 1.1 | 9.0 | 0.7 | 60.0 |
| | | | CR | 14 | 861.8 | 3.1 | 0.0 | 0.0 | 6.7 | 90.1 | 0.0 |
| | | | DR | 197 | 10834.7 | 36.4 | 15.8 | 1.4 | 19.0 | 27.4 | 0.0 |
| | | | TOTAL | 451 | 95489.1 | 21.0 | 10.5 | 1.1 | 10.1 | 4.5 | 52.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 15546.9 | 67.5 | 19.0 | 0.6 | 12.8 | 0.0 | 0.0 |
| | | | DR | 6 | 123.7 | 45.2 | 37.9 | 0.0 | 17.0 | 0.0 | 0.0 |
| | | | TOTAL | 258 | 15670.5 | 67.4 | 19.2 | 0.6 | 12.9 | 0.0 | 0.0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 35577.7 | 62.6 | 23.6 | 3.5 | 10.2 | 0.0 | 0.0 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 39172.0 | 59.6 | 24.1 | 1.8 | 14.5 | 0.0 | 0.0 |
| 2098 | NY | New York-PATH | RR | 260 | 76026.0 | 37.5 | 15.1 | 16.3 | 31.1 | 0.0 | 0.0 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 39370.4 | 56.2 | 25.8 | 2.8 | 15.1 | 0.0 | 0.0 |
| | | | DR | 10 | 895.3 | 4.8 | 0.0 | 0.1 | 19.6 | 75.4 | 0.0 |
| | | | TOTAL | 330 | 40265.7 | 55.1 | 25.3 | 2.8 | 15.2 | 1.7 | 0.0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 29255.1 | 66.5 | 13.8 | 3.6 | 16.1 | 0.0 | 0.0 |
| | | | DR | 12 | 541.5 | 0.0 | 0.0 | 0.0 | 8.3 | 91.7 | 0.0 |
| | | | TOTAL | 289 | 29796.7 | 65.3 | 13.5 | 3.5 | 16.0 | 1.7 | 0.0 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 33863.4 | 50.2 | 25.0 | 3.4 | 21.4 | 0.0 | 0.0 |
| | | | FB | 7 | 2846.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 374 | 36710.2 | 46.3 | 23.0 | 3.2 | 19.8 | 7.8 | 0.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 32331.1 | 61.8 | 17.7 | 3.3 | 17.2 | 0.0 | 0.0 |
| | | | DR | 53 | 818.8 | 62.2 | 12.9 | 0.8 | 10.5 | 13.7 | 0.0 |
| | | | TOTAL | 433 | 33149.9 | 61.8 | 17.6 | 3.2 | 17.1 | 0.3 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 23906.6 | 54.3 | 24.7 | 2.5 | 18.5 | 0.0 | 0.0 |
| | | | DR | 33 | 225.7 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 296 | 24132.3 | 53.8 | 24.5 | 2.5 | 18.3 | 0.9 | 0.0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 145 | 14665.5 | 58.7 | 21.0 | 2.6 | 17.7 | Q | 0.0 |
| | | | FB | 2 | 29.3 | 0.0 | 0.0 | 0.0 | 100.0 | Q | 0.0 |
| | | | VP | 95 | 260.3 | 8.6 | 52.4 | 0.0 | 39.0 | 0.0 | 0.0 |
| | | | DR | 70 | 1175.5 | 68.2 | 16.5 | 3.6 | 11.7 | Q | 0.0 |
| | | | TOTAL | 312 | 16130.6 | 58.5 | 21.2 | 2.6 | 17.8 | 0.0 | 0.0 |
| 5112 | WI | Milwaukee Cty Paratransit | DR | 262 | 3554.3 | 0.0 | 0.0 | 0.0 | 6.8 | 93.2 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 8179.6 | 57.6 | 22.8 | 0.9 | 18.7 | 0.0 | 0.0 |
| | | | DR | 9 | 259.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 100 | 8438.9 | 55.8 | 22.1 | 0.9 | 18.1 | 3.1 | 0.0 |
| 9032 | AZ | City of Phoenix TS | MB | 7 | 2486.6 | 0.0 | 0.0 | 0.0 | 88.8 | 11.2 | 0.0 |
| | | | DR | 125 | 882.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | TOTAL | 132 | 3368.8 | 0.0 | 0.0 | 0.0 | 65.5 | 8.3 | 26.2 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 11268.1 | 61.8 | 22.0 | 2.1 | 14.1 | 0.0 | 0.0 |
| | | | DR | 49 | 1398.5 | 34.5 | 5.3 | 1.1 | 1.1 | 58.0 | 0.0 |
| | | | TOTAL | 169 | 12666.6 | 58.8 | 20.1 | 2.0 | 12.7 | 6.4 | 0.0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 21666.0 | 59.9 | 25.6 | 3.6 | 10.8 | 0.0 | 0.0 |
| 9023 | CA | Long Beach PTC | MB | 130 | 18253.4 | 66.3 | 18.6 | 1.0 | 14.1 | 0.0 | 0.0 |
| | | | DR | 16 | 815.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 146 | 19068.8 | 63.5 | 17.9 | 0.9 | 13.5 | 4.3 | 0.0 |
| 9019 | CA | Sacramento RTD | MB | 189 | 24807.7 | 59.3 | 16.4 | 2.3 | 22.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 9545.5 | 48.5 | 23.1 | 0.0 | 11.4 | 0.0 | 17.0 |
| | | | DR | 65 | 2161.4 | 0.0 | 0.0 | 0.0 | 9.6 | 90.4 | 0.0 |
| | | | TOTAL | 130 | 11706.9 | 39.5 | 18.8 | 0.0 | 11.0 | 16.7 | 13.9 |
| 9026 | CA | San Diego TS | MB | 201 | 33082.5 | 63.6 | 21.8 | 1.6 | 13.1 | 0.0 | 0.0 |
| | | | DR | 8 | 87.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 209 | 33169.7 | 63.4 | 21.7 | 1.6 | 13.0 | 0.3 | 0.0 |
| 9082 P | CA | San Francisco-MTC-Rides | VP | 134 | 684.3 | 44.8 | 0.0 | 0.0 | 28.3 | 27.0 | 0.0 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 19868.3 | 63.3 | 21.2 | 2.3 | 13.3 | 0.0 | 0.0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 11881.7 | 62.5 | 19.8 | 2.4 | 15.3 | 0.0 | 0.0 |
| 3031 | DE | Wilmington-DART | MB | 100 | 7555.2 | 63.1 | 19.8 | 1.8 | 15.3 | 0.0 | 0.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 18919.6 | 66.4 | 21.6 | 1.6 | 10.4 | 0.0 | 0.0 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 10503.4 | 65.1 | 19.7 | 0.8 | 14.3 | 0.0 | 0.0 |
| 4040 | FL | Jacksonville TA | MB | 176 | 13594.9 | 62.1 | 19.1 | 2.7 | 16.0 | 0.0 | 0.0 |
| | | | DR | 7 | 299.9 | 68.5 | 24.8 | 0.0 | 6.7 | 0.0 | 0.0 |
| | | | TOTAL | 183 | 13894.8 | 62.2 | 19.2 | 2.7 | 15.8 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 32135.1 | 61.8 | 17.5 | 8.7 | 11.9 | 0.0 | 0.0 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 45846.7 | 41.4 | 28.9 | 21.6 | 8.0 | 0.0 | 0.0 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 9256.0 | 62.3 | 27.1 | 3.0 | 7.6 | 0.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 17806.4 | 61.1 | 22.3 | 2.4 | 14.2 | 0.0 | 0.0 |
| | | | DR | 6 | 533.3 | 73.7 | 9.8 | 2.4 | 14.2 | 0.0 | 0.0 |
| | | | TOTAL | 207 | 18339.6 | 61.5 | 22.0 | 2.4 | 14.2 | 0.0 | 0.0 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 22861.0 | 63.7 | 17.9 | 3.1 | 15.3 | 0.0 | 0.0 |
| | | | DR | 9 | 645.4 | 73.8 | 12.9 | 2.2 | 11.1 | 0.0 | 0.0 |
| | | | TOTAL | 239 | 23506.3 | 64.0 | 17.7 | 3.0 | 15.2 | 0.0 | 0.0 |
| 1073 P | MA | Boston-Caravan | VP | 187 | 302.5 | 0.0 | 18.5 | 0.0 | 81.5 | 0.0 | 0.0 |
| 1008 | MA | Pioneer Valley TA | MB | 66 | 3907.7 | 0.0 | 0.0 | 0.4 | 7.8 | 91.8 | 0.0 |
| | | | DR | 40 | 759.6 | 0.0 | 0.0 | 0.0 | 17.0 | 83.0 | 0.0 |
| | | | TOTAL | 106 | 4667.2 | 0.0 | 0.0 | 0.3 | 9.3 | 90.4 | 0.0 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 9587.6 | 68.1 | 10.2 | 8.1 | 13.6 | 0.0 | 0.0 |
| | | | DR | 14 | 898.4 | 84.8 | 0.0 | 12.0 | 3.1 | 0.0 | 0.0 |
| | | | TOTAL | 136 | 10486.0 | 69.5 | 9.3 | 8.4 | 12.7 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 5979.5 | 56.8 | 19.3 | 2.8 | 21.2 | 0.0 | 0.0 |
| | | | DR | 59 | 509.2 | 8.3 | 0.0 | 0.0 | 0.0 | 91.7 | 0.0 |
| | | | TOTAL | 122 | 6488.6 | 53.0 | 17.8 | 2.5 | 19.5 | 7.2 | 0.0 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 28295.7 | 57.1 | 23.3 | 4.0 | 15.5 | 0.0 | 0.0 |
| | | | DR | 14 | 88.7 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 235 | 28384.4 | 57.0 | 23.2 | 4.0 | 15.5 | 0.3 | 0.0 |
| 4008 | NC | Charlotte TS | MB | 100 | 8167.3 | 63.5 | 20.3 | 1.8 | 14.4 | 0.0 | 0.0 |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 3634.1 | 58.1 | 25.4 | 1.1 | 15.4 | 0.0 | 0.0 |
| | | | DR | 60 | 346.8 | 65.5 | 6.0 | 0.3 | 11.4 | 16.9 | 0.0 |
| | | | TOTAL | 118 | 3980.9 | 58.8 | 23.7 | 1.0 | 15.0 | 1.5 | 0.0 |
| 7002 | NE | TA of Omaha | MB | 154 | 12809.5 | 61.1 | 19.8 | 2.6 | 16.5 | 0.0 | 0.0 |
| | | | DR | 20 | 653.4 | 57.0 | 9.2 | 2.4 | 22.0 | 9.4 | 0.0 |
| | | | TOTAL | 174 | 13463.0 | 60.9 | 19.3 | 2.6 | 16.8 | 0.5 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

### TABLE 3.07 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2072 | NY | Hauppage-Suffolk Transit | MB | 100 | 9540.6 | 0.0 | 0.0 | 0.0 | 1.2 | 98.8 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 20866.9 | 63.3 | 21.8 | 1.8 | 13.1 | 0.0 | 0.0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 11323.3 | 55.8 | 22.3 | 0.7 | 21.3 | 0.0 | 0.0 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 29348.5 | 58.6 | 26.3 | 1.8 | 13.2 | 0.0 | 0.0 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 28218.3 | 52.0 | 32.2 | 1.1 | 14.7 | 0.0 | 0.0 |
| 2113 | NY | Rochester-RTS | MB | 195 | 20624.1 | 61.3 | 21.6 | 5.4 | 11.7 | 0.0 | 0.0 |
| | | | DR | 16 | 818.8 | 0.0 | 0.0 | 0.0 | 4.4 | 95.6 | 0.0 |
| | | | TOTAL | 211 | 21442.8 | 59.0 | 20.7 | 5.2 | 11.4 | 3.7 | 0.0 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 15079.2 | 55.7 | 29.8 | 1.0 | 13.6 | 0.0 | 0.0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 12050.4 | 65.4 | 17.9 | 2.9 | 13.9 | 0.0 | 0.0 |
| | | | DR | 15 | 1009.0 | 68.2 | 14.4 | 2.2 | 15.1 | 0.0 | 0.0 |
| | | | TOTAL | 184 | 13059.3 | 65.6 | 17.6 | 2.8 | 14.0 | 0.0 | 0.0 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 28451.2 | 58.9 | 24.1 | 2.0 | 15.0 | 0.0 | 0.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 16128.8 | 51.9 | 29.7 | 1.2 | 17.3 | 0.0 | 0.0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 8166.9 | 65.7 | 16.6 | 2.8 | 14.9 | 0.0 | 0.0 |
| | | | DR | 57 | 1052.9 | 47.5 | 5.2 | 0.1 | 4.6 | 42.6 | 0.0 |
| | | | TOTAL | 154 | 9219.8 | 63.6 | 15.3 | 2.5 | 13.8 | 4.9 | 0.0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 12875.9 | 60.3 | 17.8 | 3.2 | 18.6 | 0.0 | 0.0 |
| | | | TB | 61 | 7244.0 | 48.7 | 19.2 | 17.8 | 14.3 | 0.0 | 0.0 |
| | | | DR | 6 | 823.4 | 67.2 | 12.4 | 3.0 | 17.4 | 0.0 | 0.0 |
| | | | TOTAL | 182 | 20943.3 | 56.6 | 18.1 | 8.2 | 17.1 | 0.0 | 0.0 |
| 5022 | OH | Toledo RTA | MB | 178 | 12059.7 | 71.0 | 14.3 | 0.8 | 13.9 | 0.0 | 0.0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 20244.4 | 68.1 | 15.7 | 2.5 | 13.7 | 0.0 | 0.0 |
| 4003 | TN | Memphis Area TA | MB | 139 | 16583.5 | 63.1 | 20.0 | 3.9 | 13.0 | 0.0 | 0.0 |
| | | | DR | 7 | 310.0 | 74.7 | 24.2 | 0.3 | 0.8 | 0.0 | 0.0 |
| | | | TOTAL | 146 | 16893.5 | 63.3 | 20.1 | 3.8 | 12.8 | 0.0 | 0.0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 9295.3 | 65.6 | 19.4 | 1.4 | 13.6 | 0.0 | 0.0 |
| | | | VP | 12 | 22.6 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| | | | DR | 6 | 206.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 137 | 9524.3 | 64.0 | 19.0 | 1.4 | 13.5 | 2.2 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6006 | TX | El Paso PTA | MB | 84 | 8054.3 | 56.6 | 27.8 | 1.4 | 14.2 | 0.0 | 0.0 |
| | | | DR | 28 | 417.5 | 63.8 | 23.2 | 0.6 | 1.5 | 10.9 | 0.0 |
| | | | TOTAL | 112 | 8471.8 | 56.9 | 27.5 | 1.4 | 13.6 | 0.5 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 8196.4 | 60.6 | 17.6 | 2.7 | 19.1 | 0.0 | 0.0 |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 14130.0 | 67.3 | 18.1 | 1.9 | 12.7 | 0.0 | 0.0 |
| | | | DR | 23 | 612.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 173 | 14742.3 | 64.5 | 17.4 | 1.8 | 12.2 | 4.2 | 0.0 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 5411.5 | 57.4 | 19.5 | 2.2 | 20.9 | 0.0 | 0.0 |
| | | | DR | 19 | 112.4 | 74.5 | 3.1 | 0.0 | 0.3 | 22.1 | 0.0 |
| | | | TOTAL | 101 | 5523.9 | 57.7 | 19.2 | 2.1 | 20.5 | 0.4 | 0.0 |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 12449.4 | 64.6 | 18.1 | 1.0 | 16.3 | 0.0 | 0.0 |
| | | | VP | 8 | 69.1 | 28.8 | 3.7 | 0.0 | 67.5 | 0.0 | 0.0 |
| | | | DR | 18 | 1051.5 | 76.8 | 10.2 | 0.0 | 13.0 | 0.0 | 0.0 |
| | | | TOTAL | 124 | 13570.0 | 65.4 | 17.4 | 0.9 | 16.3 | 0.0 | 0.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 113 | 16902.3 | 58.7 | 19.2 | 2.1 | 19.2 | 0.7 | 0.0 |
| | | | DR | 70 | 1647.5 | 57.3 | 2.6 | 0.0 | 12.8 | 27.4 | 0.0 |
| | | | TOTAL | 183 | 18549.9 | 58.6 | 17.7 | 1.9 | 18.6 | 3.1 | 0.0 |
| 5005 | WI | Madison Metro | MB | 173 | 13517.4 | 61.0 | 20.9 | 3.2 | 14.8 | 0.0 | 0.0 |
| | | | DR | 53 | 1195.3 | 27.6 | 9.5 | 0.0 | 26.3 | 36.6 | 0.0 |
| | | | TOTAL | 226 | 14712.7 | 58.3 | 20.0 | 3.0 | 15.7 | 3.0 | 0.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 9972.5 | 67.3 | 19.8 | 0.8 | 12.1 | 0.0 | 0.0 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 3733.9 | 70.4 | 17.3 | 4.1 | 8.1 | 0.0 | 0.0 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 5539.7 | 44.2 | 26.7 | 0.4 | 28.7 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | MB | 67 | 8961.0 | 57.0 | 23.9 | 2.6 | 16.5 | 0.0 | 0.0 |
| | | | DR | 9 | 289.2 | 82.4 | 5.4 | 0.0 | 12.1 | 0.0 | 0.0 |
| | | | TOTAL | 76 | 9250.3 | 57.8 | 23.4 | 2.5 | 16.3 | 0.0 | 0.0 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 12619.9 | 61.9 | 21.2 | 2.7 | 14.2 | 0.0 | 0.0 |
| | | | DR | 7 | 341.4 | 12.2 | 16.4 | 0.3 | 3.2 | 67.9 | 0.0 |
| | | | TOTAL | 92 | 12961.3 | 60.6 | 21.1 | 2.7 | 13.9 | 1.8 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

**TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9031 | CA | Riverside Transit Agency | MB | 58 | 4700.2 | 55.0 | 17.9 | 2.4 | 20.5 | 4.2 | 0.0 |
| | | | DR | 13 | 756.9 | 0.0 | 0.0 | 0.0 | 10.3 | 89.7 | 0.0 |
| | | | TOTAL | 71 | 5457.1 | 47.4 | 15.4 | 2.1 | 20.9 | 16.0 | 0.0 |
| 9095 | CA | San Diego Reg Trans Serv | MB | 50 | 5205.0 | 0.3 | 0.4 | 0.1 | 9.6 | 89.5 | 0.0 |
| | | | DR | 48 | 2682.6 | 0.0 | 0.0 | 0.0 | 27.9 | 72.1 | 0.0 |
| | | | TOTAL | 98 | 7887.6 | 0.2 | 0.3 | 0.1 | 15.9 | 83.6 | 0.0 |
| 9075 | CA | San Francisco-Caltrans | CR | 97 | 21188.8 | C1 | C1 | C1 | C1 | 0.0 | 100.0 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 10770.0 | 58.1 | 27.1 | 2.7 | 12.1 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 10251.7 | 66.1 | 18.3 | 1.2 | 14.4 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | MB | 43 | 4005.9 | 68.4 | 11.6 | 2.1 | 17.9 | 0.0 | 0.0 |
| | | | DR | 7 | 436.1 | 67.6 | 10.7 | 2.3 | 17.3 | 2.0 | 0.0 |
| | | | TOTAL | 50 | 4442.0 | 68.3 | 11.5 | 2.1 | 17.8 | 0.2 | 0.0 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 3665.3 | 63.8 | 19.5 | 0.3 | 16.3 | 0.0 | 0.0 |
| | | | DR | 22 | 178.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 61 | 3843.4 | 60.9 | 18.6 | 0.3 | 15.5 | 4.6 | 0.0 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 5688.7 | 59.0 | 18.2 | 1.1 | 21.7 | 0.0 | 0.0 |
| | | | DR | 12 | 115.5 | 0.0 | 0.0 | 0.0 | 2.1 | 97.9 | 0.0 |
| | | | TOTAL | 55 | 5804.2 | 57.8 | 17.8 | 1.1 | 21.3 | 1.9 | 0.0 |
| 1017 | CT | Greater Hartford TD | DR | 66 | 1835.4 | 39.8 | 7.9 | 0.0 | 30.7 | 21.6 | 0.0 |
| 4035 | FL | Orlando TCT | MB | 69 | 6277.2 | 63.7 | 16.9 | 1.6 | 17.7 | 0.0 | 0.0 |
| | | | DR | 3 | 64.4 | 16.3 | 19.7 | 0.0 | 0.0 | 64.0 | 0.0 |
| | | | TOTAL | 72 | 6341.7 | 63.2 | 17.0 | 1.6 | 17.5 | 0.7 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 4307.2 | 61.6 | 19.8 | 2.2 | 16.4 | 0.0 | 0.0 |
| | | | DR | 12 | 586.8 | 68.1 | 15.5 | 1.8 | 14.5 | 0.0 | 0.0 |
| | | | TOTAL | 65 | 4894.0 | 62.4 | 19.2 | 2.1 | 16.2 | 0.0 | 0.0 |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 6294.5 | 71.1 | 2.1 | 2.9 | 23.9 | 0.0 | 0.0 |
| | | | DR | 9 | 315.9 | 85.1 | 1.0 | 3.9 | 9.9 | 0.0 | 0.0 |
| | | | TOTAL | 59 | 6610.4 | 71.7 | 2.1 | 3.0 | 23.2 | 0.0 | 0.0 |
| 7010 | IA | Des Moines MTA | MB | 74 | 6187.8 | 58.0 | 21.7 | 2.3 | 18.0 | 0.0 | 0.0 |
| | | | DR | 20 | 789.9 | 44.9 | 11.2 | 0.0 | 32.4 | 11.5 | 0.0 |
| | | | TOTAL | 94 | 6977.6 | 56.5 | 20.5 | 2.0 | 19.6 | 1.3 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.
C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 4201.6 | 63.0 | 18.9 | 2.7 | 15.4 | 0.0 | 0.0 |
| | | | DR | 7 | 154.1 | 39.5 | 0.0 | 10.8 | 17.2 | 32.6 | 0.0 |
| | | | TOTAL | 51 | 4355.7 | 62.2 | 18.2 | 3.0 | 15.4 | 1.2 | 0.0 |
| 5058 | IL | Rockford MTD | MB | 40 | 2943.1 | 67.7 | 11.6 | 3.5 | 17.2 | 0.0 | 0.0 |
| | | | DR | 11 | 256.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 51 | 3199.1 | 62.3 | 10.7 | 3.2 | 15.8 | 8.0 | 0.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 5699.8 | 59.7 | 29.0 | 2.7 | 8.5 | 0.0 | 0.0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 8005.5 | 67.3 | 25.0 | 2.2 | 5.5 | 0.0 | 0.0 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 4254.0 | 67.8 | 16.2 | 0.0 | 16.0 | 0.0 | 0.0 |
| 5052 | IN | South Bend PTC | MB | 48 | 4630.9 | 65.6 | 19.0 | 0.9 | 14.4 | 0.0 | 0.0 |
| | | | DR | 4 | 117.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 52 | 4747.8 | 64.0 | 18.6 | 0.9 | 14.1 | 2.5 | 0.0 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 5835.6 | 60.2 | 19.9 | 2.5 | 17.5 | 0.0 | 0.0 |
| | | | DR | 9 | 207.2 | 78.8 | 9.8 | 0.0 | 0.4 | 11.0 | 0.0 |
| | | | TOTAL | 86 | 6042.7 | 60.8 | 19.6 | 2.4 | 16.9 | 0.4 | 0.0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 3405.7 | 57.6 | 24.2 | 1.6 | 16.6 | 0.0 | 0.0 |
| | | | DR | 14 | 324.7 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 55 | 3730.4 | 52.6 | 22.1 | 1.5 | 15.1 | 8.7 | 0.0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 3725.2 | 63.7 | 24.9 | 1.2 | 10.3 | 0.0 | 0.0 |
| | | | DR | 10 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 62 | 3738.5 | 63.4 | 24.8 | 1.2 | 10.2 | 0.4 | 0.0 |
| 1004 | MA | Brockton Area TA | MB | 40 | 4575.9 | 56.8 | 22.1 | 2.7 | 18.4 | 0.0 | 0.0 |
| | | | DR | 24 | 816.5 | 75.1 | 8.5 | 0.0 | 16.5 | 0.0 | 0.0 |
| | | | TOTAL | 64 | 5392.4 | 59.6 | 20.0 | 2.3 | 18.1 | 0.0 | 0.0 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 5048.8 | 71.8 | 18.6 | 1.1 | 8.6 | 0.0 | 0.0 |
| | | | DR | 7 | 257.3 | 85.3 | 9.3 | 0.5 | 4.9 | 0.0 | 0.0 |
| | | | TOTAL | 81 | 5306.1 | 72.4 | 18.1 | 1.1 | 8.4 | 0.0 | 0.0 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 5648.6 | 51.2 | 18.6 | 1.3 | 28.9 | 0.0 | 0.0 |
| 1014 | MA | Worcester RTA | MB | 58 | 5842.5 | 65.9 | 14.9 | 2.1 | 16.9 | 0.2 | 0.0 |
| | | | DR | 33 | 791.6 | 9.9 | 3.9 | 0.2 | 2.0 | 84.0 | 0.0 |
| | | | TOTAL | 91 | 6634.1 | 59.2 | 13.6 | 1.9 | 15.1 | 10.2 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

**TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 2668.5 | 53.2 | 25.3 | 5.3 | 16.2 | 0.0 | 0.0 |
| | | | DR | 3 | 238.4 | 53.2 | 25.3 | 5.3 | 16.2 | 0.0 | 0.0 |
| | | | TOTAL | 51 | 2906.9 | 53.2 | 25.3 | 5.3 | 16.2 | 0.0 | 0.0 |
| 5032 | MI | Flint-MTA | MB | 51 | 4794.0 | 52.6 | 21.6 | 3.6 | 22.2 | 0.0 | 0.0 |
| | | | DR | 10 | 314.8 | 45.2 | 12.5 | 0.1 | 1.4 | 40.7 | 0.0 |
| | | | TOTAL | 61 | 5108.9 | 52.1 | 21.1 | 3.4 | 20.9 | 2.5 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 6210.1 | 58.1 | 19.3 | 2.1 | 20.5 | 0.0 | 0.0 |
| | | | DR | 10 | 493.0 | 50.2 | 16.7 | 1.9 | 17.6 | 13.6 | 0.0 |
| | | | TOTAL | 77 | 6703.1 | 57.5 | 19.1 | 2.1 | 20.3 | 1.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 5358.4 | 55.1 | 22.2 | 2.1 | 20.6 | 0.0 | 0.0 |
| | | | DR | 13 | 1335.2 | 52.6 | 20.1 | 2.2 | 21.9 | 3.2 | 0.0 |
| | | | TOTAL | 53 | 6693.6 | 54.6 | 21.8 | 2.1 | 20.9 | 0.6 | 0.0 |
| 5025 | MN | Duluth TA | MB | 68 | 6017.7 | 63.9 | 18.0 | 3.0 | 15.1 | 0.0 | 0.0 |
| | | | DR | 3 | 135.4 | 70.9 | 16.9 | 0.0 | 12.2 | 0.0 | 0.0 |
| | | | TOTAL | 71 | 6153.1 | 64.1 | 17.9 | 2.9 | 15.1 | 0.0 | 0.0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 3122.9 | 69.4 | 17.4 | 2.7 | 10.5 | 0.0 | 0.0 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 2453.8 | 64.1 | 16.5 | 2.3 | 17.2 | 0.0 | 0.0 |
| | | | DR | 13 | 423.3 | 48.6 | 22.3 | 0.0 | 29.1 | 0.0 | 0.0 |
| | | | TOTAL | 64 | 2877.1 | 61.8 | 17.3 | 1.9 | 18.9 | 0.0 | 0.0 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 7291.5 | 66.9 | 15.2 | 1.3 | 16.6 | 0.0 | 0.0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 16785.9 | 29.8 | 18.7 | 20.9 | 30.5 | 0.0 | 0.0 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 7906.7 | 68.4 | 14.3 | 2.0 | 15.3 | 0.0 | 0.0 |
| | | | DR | 7 | 157.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 94 | 8063.9 | 67.1 | 14.0 | 1.9 | 15.0 | 1.9 | 0.0 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 9405.4 | 54.2 | 31.0 | 2.8 | 12.0 | 0.0 | 0.0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 6953.8 | 53.2 | 24.1 | 0.0 | 22.7 | 0.0 | 0.0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 15860.5 | 68.0 | 15.4 | 1.2 | 15.3 | 0.0 | 0.0 |
| 2076 | NY | Westchester County DOT | MB | 51 | 15980.9 | 0.0 | 0.0 | 0.1 | 8.5 | 29.4 | 62.0 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 6538.0 | 53.3 | 25.2 | 2.3 | 19.2 | 0.0 | 0.0 |
| | | | DR | 4 | 319.6 | 59.9 | 18.3 | 2.4 | 19.4 | 0.0 | 0.0 |
| | | | TOTAL | 84 | 6857.6 | 53.6 | 24.9 | 2.3 | 19.2 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 6536.2 | 57.1 | 30.6 | 0.5 | 11.8 | 0.0 | 0.0 |
| | | | DR | 5 | 230.5 | 75.0 | 18.7 | 0.3 | 6.1 | 0.0 | 0.0 |
| | | | TOTAL | 87 | 6766.7 | 57.7 | 30.2 | 0.5 | 11.6 | 0.0 | 0.0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 6389.0 | 58.9 | 18.3 | 1.2 | 21.4 | 0.2 | 0.0 |
| | | | DR | 5 | 168.3 | 2.2 | 0.0 | 0.0 | 5.5 | 92.2 | 0.0 |
| | | | TOTAL | 62 | 6557.3 | 57.5 | 17.8 | 1.2 | 21.0 | 2.5 | 0.0 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 4472.7 | 69.0 | 14.8 | 2.8 | 13.4 | 0.0 | 0.0 |
| | | | DR | 8 | 82.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 59 | 4555.6 | 67.8 | 14.5 | 2.8 | 13.2 | 1.8 | 0.0 |
| 3013 | PA | Erie MTA | MB | 57 | 4259.0 | 66.3 | 20.4 | 1.5 | 11.8 | 0.0 | 0.0 |
| | | | DR | 2 | 61.7 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 59 | 4320.7 | 65.4 | 20.1 | 1.5 | 11.6 | 1.4 | 0.0 |
| 3014 | PA | Harrisburg-CAT | MB | 64 | 4884.0 | 64.7 | 16.0 | 3.4 | 12.9 | 3.1 | 0.0 |
| | | | DR | 2 | 60.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 66 | 4944.1 | 63.9 | 15.8 | 3.4 | 12.7 | 4.2 | 0.0 |
| 3024 | PA | Reading-BARTA | MB | 45 | 3778.7 | 74.4 | 13.4 | 0.0 | 10.8 | 1.3 | 0.0 |
| | | | DR | 18 | 798.6 | 66.3 | 24.6 | 0.0 | 9.0 | 0.0 | 0.0 |
| | | | TOTAL | 63 | 4577.3 | 73.0 | 15.4 | 0.0 | 10.5 | 1.1 | 0.0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 2696.8 | 95.4 | 42.0 | 0.1 | -37.5 | 0.0 | 0.0 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 4093.4 | 55.5 | 25.7 | 1.6 | 17.2 | 0.0 | 0.0 |
| | | | IP | 2 | 700.6 | 45.0 | 2.1 | 5.1 | 47.8 | 0.0 | 0.0 |
| | | | VP | 3 | 4.5 | 82.7 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 |
| | | | DR | 3 | 80.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 77 | 4878.7 | 53.1 | 21.9 | 2.0 | 21.3 | 1.6 | 0.0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 4679.3 | 66.0 | 19.0 | 2.2 | 12.8 | 0.0 | 0.0 |
| | | | DR | 5 | 302.5 | 61.0 | 11.9 | 1.4 | 25.7 | 0.0 | 0.0 |
| | | | TOTAL | 57 | 4981.8 | 65.7 | 18.6 | 2.2 | 13.5 | 0.0 | 0.0 |
| 6002 | TX | Austin TS | MB | 73 | 6462.8 | 62.5 | 23.5 | 1.3 | 12.6 | 0.0 | 0.0 |
| | | | DR | 20 | 870.5 | 53.3 | 7.4 | 1.2 | 11.6 | 26.5 | 0.0 |
| | | | TOTAL | 93 | 7333.3 | 61.4 | 21.6 | 1.3 | 12.5 | 3.1 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

**TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER- ATIONS | VEHICLE MAINTE- NANCE | NON- VEHICLE MAINTE- NANCE | GENERAL ADMINIS- TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6003 | TX | Corpus Christi TS | MB | 42 | 2689.1 | 57.9 | 29.4 | 0.0 | 12.7 | 0.0 | 0.0 |
| | | | DR | 9 | 329.6 | 57.9 | 29.4 | 0.0 | 12.7 | 0.0 | 0.0 |
| | | | TOTAL | 51 | 3018.7 | 57.9 | 29.4 | 0.0 | 12.7 | 0.0 | 0.0 |
| 0020 | WA | Kitsap County Transit | MB | 48 | 3077.4 | 50.0 | 17.3 | 0.7 | 18.1 | 13.9 | 0.0 |
| | | | VP | 2 | 1.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| | | | DR | 20 | 844.3 | 13.0 | 20.5 | 0.0 | 6.5 | 60.0 | 0.0 |
| | | | TOTAL | 70 | 3922.8 | 42.0 | 18.0 | 0.5 | 15.7 | 23.8 | 0.0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 6555.0 | 60.4 | 21.0 | 1.5 | 17.1 | 0.0 | 0.0 |
| | | | VP | 1 | 5.9 | 56.9 | 5.8 | 3.0 | 34.3 | 0.0 | 0.0 |
| | | | TOTAL | 53 | 6560.9 | 60.4 | 21.0 | 1.5 | 17.2 | 0.0 | 0.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 4121.1 | 57.3 | 27.3 | 0.4 | 15.0 | 0.0 | 0.0 |
| | | | VP | 18 | 78.4 | 51.4 | 19.5 | 0.0 | 29.1 | 0.0 | 0.0 |
| | | | DR | 15 | 492.8 | 0.6 | 2.6 | 0.0 | 11.3 | 85.5 | 0.0 |
| | | | TOTAL | 72 | 4692.3 | 51.3 | 24.6 | 0.3 | 14.8 | 9.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | MB | 46 | 4123.2 | 65.1 | 13.8 | 4.1 | 13.0 | 3.9 | 0.0 |
| | | | DR | 15 | 116.6 | 0.0 | 0.0 | 0.0 | 0.1 | 99.9 | 0.0 |
| | | | TOTAL | 61 | 4239.8 | 63.3 | 13.4 | 4.0 | 12.6 | 6.5 | 0.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 5355.7 | 57.9 | 28.1 | 2.0 | 12.0 | 0.0 | 0.0 |
| | | | DR | 4 | 70.6 | 0.4 | 1.8 | 0.0 | 0.0 | 97.8 | 0.0 |
| | | | TOTAL | 50 | 5426.4 | 57.2 | 27.8 | 2.0 | 11.9 | 1.3 | 0.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | 3163.3 | 72.8 | 17.1 | 0.9 | 9.2 | 0.0 | 0.0 |
| | | | DR | 1 | 77.8 | 72.8 | 17.1 | 0.9 | 9.2 | 0.0 | 0.0 |
| | | | TOTAL | 36 | 3241.1 | 72.8 | 17.1 | 0.9 | 9.2 | 0.0 | 0.0 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 1906.9 | 61.0 | 23.7 | 1.3 | 14.0 | 0.0 | 0.0 |
| | | | DR | 1 | 40.3 | 79.7 | 18.9 | 0.0 | 1.3 | 0.0 | 0.0 |
| | | | TOTAL | 30 | 1947.1 | 61.4 | 23.6 | 1.3 | 13.7 | 0.0 | 0.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 3345.4 | 67.2 | 16.9 | 1.0 | 15.0 | 0.0 | 0.0 |
| | | | DR | 4 | 242.3 | 0.0 | 0.0 | 0.0 | 6.8 | 93.2 | 0.0 |
| | | | TOTAL | 38 | 3587.6 | 62.7 | 15.7 | 0.9 | 14.4 | 6.3 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.
C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9010 | CA | City of Torrance TS | MB | 25 | 4322.7 | 63.5 | 15.6 | 0.7 | 20.2 | 0.0 | 0.0 |
| | | | DR | 5 | 255.3 | 67.2 | 22.4 | 0.4 | 10.0 | 0.0 | 0.0 |
| | | | TOTAL | 30 | 4578.0 | 63.7 | 16.0 | 0.7 | 19.6 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 3616.4 | 54.3 | 15.3 | 5.0 | 25.4 | 0.0 | 0.0 |
| | | | DR | 10 | 419.4 | 65.7 | 5.5 | 4.5 | 24.3 | 0.0 | 0.0 |
| | | | TOTAL | 40 | 4035.8 | 55.5 | 14.3 | 4.9 | 25.3 | 0.0 | 0.0 |
| 9077 | CA | Los Angeles Cnty Trans Co | DR | 29 | 163.7 | 0.0 | 0.0 | 0.0 | 58.3 | 41.7 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 1775.9 | 11.0 | 22.0 | 0.0 | 11.2 | 55.8 | 0.0 |
| | | | DR | 5 | 478.4 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 29 | 2254.3 | 8.6 | 17.3 | 0.0 | 8.8 | 65.2 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 3772.7 | 70.9 | 12.3 | 1.7 | 15.1 | 0.0 | 0.0 |
| | | | DR | 2 | 132.8 | 70.9 | 12.3 | 1.7 | 15.1 | 0.0 | 0.0 |
| | | | TOTAL | 31 | 3905.4 | 70.9 | 12.3 | 1.7 | 15.1 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 3758.1 | 61.5 | 18.8 | 1.5 | 18.2 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 5803.8 | 61.0 | 19.9 | 2.6 | 16.6 | 0.0 | 0.0 |
| 9028 | CA | Vallejo Transit | MB | 18 | 1356.4 | 0.0 | 0.0 | 0.0 | 11.6 | 88.4 | 0.0 |
| | | | DR | 7 | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 25 | 1606.4 | 0.0 | 0.0 | 0.0 | 9.8 | 90.2 | 0.0 |
| 1057 | CT | Norwalk TD | MB | 18 | 2047.0 | 68.3 | 14.0 | 0.0 | 17.8 | 0.0 | 0.0 |
| | | | DR | 14 | 123.3 | 12.6 | 0.0 | 0.0 | 9.4 | 78.0 | 0.0 |
| | | | TOTAL | 32 | 2170.3 | 65.1 | 13.2 | 0.0 | 17.3 | 4.4 | 0.0 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 2212.1 | 62.7 | 22.8 | 0.8 | 13.7 | 0.0 | 0.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 36 | 456.0 | 65.2 | 7.5 | 2.7 | 10.1 | 14.5 | 0.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 1103.0 | 63.8 | 20.3 | 0.0 | 15.8 | 0.0 | 0.0 |
| | | | DR | 17 | 489.6 | 63.3 | 22.1 | 0.0 | 14.6 | 0.0 | 0.0 |
| | | | TOTAL | 30 | 1592.5 | 63.7 | 20.9 | 0.0 | 15.4 | 0.0 | 0.0 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 2071.7 | 62.2 | 14.6 | 0.0 | 23.2 | 0.0 | 0.0 |
| | | | DR | 8 | 362.9 | 69.8 | 1.2 | 0.0 | 29.1 | 0.0 | 0.0 |
| | | | TOTAL | 35 | 2434.6 | 63.3 | 12.6 | 0.0 | 24.1 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

**TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4048 | FL | Merritt Is-Consol Agency | DR | 28 | 1156.2 | 70.2 | 19.0 | 0.5 | 10.2 | 0.1 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 2267.3 | 54.1 | 24.8 | 1.7 | 19.5 | 0.0 | 0.0 |
| | | | DR | 2 | 104.3 | 69.2 | 26.2 | 0.4 | 4.3 | 0.0 | 0.0 |
| | | | TOTAL | 27 | 2371.6 | 54.7 | 24.9 | 1.6 | 18.8 | 0.0 | 0.0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 2632.5 | 59.4 | 24.1 | 0.0 | 16.6 | 0.0 | 0.0 |
| | | | DR | 8 | 190.6 | 60.8 | 24.5 | 0.0 | 14.6 | 0.0 | 0.0 |
| | | | TOTAL | 44 | 2823.1 | 59.5 | 24.1 | 0.0 | 16.4 | 0.0 | 0.0 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 4815.4 | 58.9 | 19.2 | 1.5 | 20.4 | 0.0 | 0.0 |
| 4023 | GA | Augusta TD | MB | 20 | 1748.6 | 68.7 | 17.7 | 0.0 | 13.6 | 0.0 | 0.0 |
| | | | DR | 6 | 31.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 26 | 1780.5 | 67.5 | 17.4 | 0.0 | 13.3 | 1.8 | 0.0 |
| 4024 | GA | Columbus-METRA | MB | 31 | 2250.6 | 63.3 | 21.5 | 0.0 | 15.1 | 0.0 | 0.0 |
| | | | DR | 2 | 7.6 | 66.3 | 26.2 | 0.0 | 7.5 | 0.0 | 0.0 |
| | | | TOTAL | 33 | 2258.2 | 63.3 | 21.6 | 0.0 | 15.1 | 0.0 | 0.0 |
| 4025 | GA | Savannah TA | MB | 39 | 4006.6 | 56.2 | 27.7 | 4.3 | 11.9 | 0.0 | 0.0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 2040.3 | 64.0 | 16.5 | 6.2 | 13.3 | 0.0 | 0.0 |
| | | | DR | 3 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 33 | 2130.4 | 61.3 | 15.8 | 5.9 | 12.7 | 4.2 | 0.0 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 1794.3 | 75.2 | 17.4 | 0.4 | 7.0 | 0.0 | 0.0 |
| | | | DR | 10 | 105.3 | 0.0 | 0.0 | 0.0 | 3.8 | 96.2 | 0.0 |
| | | | TOTAL | 29 | 1899.7 | 71.0 | 16.5 | 0.4 | 6.8 | 5.3 | 0.0 |
| 7012 | IA | Sioux City TS | MB | 19 | 1374.7 | 67.4 | 22.8 | 0.0 | 9.8 | 0.0 | 0.0 |
| | | | DR | 7 | 51.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 26 | 1425.7 | 65.0 | 22.0 | 0.0 | 9.4 | 3.6 | 0.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 1472.5 | 57.9 | 15.8 | 7.0 | 19.3 | 0.0 | 0.0 |
| | | | DR | 19 | 292.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 40 | 1765.1 | 48.3 | 13.2 | 5.8 | 16.1 | 16.6 | 0.0 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 1621.9 | 63.3 | 15.0 | 1.5 | 20.3 | 0.0 | 0.0 |
| | | | DR | 4 | 115.3 | 79.9 | 9.0 | 0.0 | 11.1 | 0.0 | 0.0 |
| | | | TOTAL | 27 | 1737.2 | 64.4 | 14.6 | 1.4 | 19.6 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 4066.0 | 58.5 | 23.6 | 1.4 | 16.5 | 0.0 | 0.0 |
| 5061 | IL | Decatur Public TS | MB | 22 | 1485.0 | 53.5 | 19.8 | 2.4 | 24.4 | 0.0 | 0.0 |
| | | | DR | 3 | 71.0 | 29.3 | 5.4 | 1.2 | 12.0 | 52.1 | 0.0 |
| | | | TOTAL | 25 | 1556.1 | 52.4 | 19.1 | 2.3 | 23.8 | 2.4 | 0.0 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 2029.2 | 65.8 | 19.1 | 1.4 | 13.7 | 0.0 | 0.0 |
| | | | DR | 11 | 337.0 | 68.3 | 14.7 | 0.0 | 17.0 | 0.0 | 0.0 |
| | | | TOTAL | 42 | 2366.2 | 66.1 | 18.5 | 1.2 | 14.2 | 0.0 | 0.0 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 3029.6 | 61.4 | 22.6 | 4.7 | 11.3 | 0.0 | 0.0 |
| 5059 | IL | Springfield MTD | MB | 35 | 2951.3 | 61.8 | 25.0 | 0.8 | 12.4 | 0.0 | 0.0 |
| | | | DR | 4 | 134.5 | 9.0 | 18.0 | 0.0 | 4.2 | 68.7 | 0.0 |
| | | | TOTAL | 39 | 3085.8 | 59.5 | 24.7 | 0.8 | 12.0 | 3.0 | 0.0 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 2341.3 | 68.2 | 23.4 | 1.5 | 6.9 | 0.0 | 0.0 |
| 5045 | IN | Gary PTC | MB | 26 | 4726.6 | 58.8 | 20.1 | 7.2 | 13.8 | 0.0 | 0.0 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 583.3 | 77.0 | 0.0 | 7.3 | 15.7 | 0.0 | 0.0 |
| 5104 | IN | N Indiana Commuter TD | CR | 36 | 4974.9 | 25.4 | 0.0 | 0.0 | 4.1 | 70.5 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 3685.0 | 67.0 | 20.9 | 0.0 | 12.1 | 0.0 | 0.0 |
| | | | DR | 5 | 235.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 49 | 3920.4 | 63.0 | 19.7 | 0.0 | 11.4 | 6.0 | 0.0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 2789.7 | 59.6 | 22.1 | 2.3 | 16.0 | 0.0 | 0.0 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 4404.6 | 67.5 | 21.2 | 3.0 | 8.4 | 0.0 | 0.0 |
| | | | DR | 2 | 76.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 45 | 4481.5 | 66.3 | 20.8 | 2.9 | 8.2 | 1.7 | 0.0 |
| 1061 | MA | Fitchbrg-Montachusett RTA | MB | 22 | 1050.5 | 0.0 | 0.0 | 0.0 | 15.7 | 84.3 | 0.0 |
| | | | DR | 9 | 143.6 | 0.0 | 0.0 | 0.0 | 13.3 | 86.7 | 0.0 |
| | | | TOTAL | 31 | 1194.1 | 0.0 | 0.0 | 0.0 | 15.4 | 84.6 | 0.0 |
| 1005 | MA | Lowell RTA | MB | 23 | 1672.8 | 64.6 | 16.7 | 5.2 | 12.2 | 1.4 | 0.0 |
| | | | DR | 14 | 320.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 37 | 1992.8 | 54.2 | 14.0 | 4.4 | 10.2 | 17.2 | 0.0 |
| 1013 | MA | Merrimack Valley TA | MB | 23 | 1907.2 | 19.2 | 21.8 | 0.0 | 59.0 | 0.0 | 0.0 |
| | | | DR | 22 | 456.9 | 7.2 | 2.3 | 0.0 | 32.1 | 58.4 | 0.0 |
| | | | TOTAL | 45 | 2364.2 | 16.9 | 18.0 | 0.0 | 53.8 | 11.3 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

### TABLE 3.07 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 2760.6 | 64.7 | 21.9 | 2.5 | 10.8 | 0.0 | 0.0 |
| 5034 P | MI | Jackson PTC | MB | 16 | 964.2 | 46.4 | 29.0 | 1.3 | 23.2 | 0.0 | 0.0 |
| | | | DR | 13 | 552.2 | 55.0 | 21.4 | 1.3 | 22.3 | 0.0 | 0.0 |
| | | | TOTAL | 29 | 1516.4 | 49.5 | 26.3 | 1.3 | 22.9 | 0.0 | 0.0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 3427.3 | 63.3 | 26.1 | 3.2 | 7.4 | 0.0 | 0.0 |
| 5039 | MI | Saginaw TS | MB | 31 | 1548.2 | 54.4 | 22.5 | 1.8 | 21.3 | 0.0 | 0.0 |
| | | | DR | 5 | 139.7 | 54.4 | 19.4 | 0.7 | 25.5 | 0.0 | 0.0 |
| | | | TOTAL | 36 | 1687.9 | 54.4 | 22.2 | 1.7 | 21.6 | 0.0 | 0.0 |
| 7003 | MO | Springfield City Utility | MB | 23 | 2466.5 | 62.7 | 16.4 | 2.2 | 18.6 | 0.0 | 0.0 |
| | | | DR | 3 | 190.9 | 76.1 | 17.3 | 0.7 | 5.9 | 0.0 | 0.0 |
| | | | TOTAL | 26 | 2657.4 | 63.6 | 16.5 | 2.1 | 17.7 | 0.0 | 0.0 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 2290.9 | 57.5 | 28.5 | 1.9 | 12.1 | 0.0 | 0.0 |
| | | | DR | 7 | 323.7 | 66.8 | 5.8 | 2.5 | 24.8 | 0.0 | 0.0 |
| | | | TOTAL | 38 | 2614.6 | 58.7 | 25.7 | 1.9 | 13.7 | 0.0 | 0.0 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 1140.2 | 57.7 | 16.3 | 11.0 | 15.0 | 0.0 | 0.0 |
| | | | DR | 13 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 31 | 1157.2 | 56.8 | 16.0 | 10.9 | 14.8 | 1.5 | 0.0 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 1829.4 | 67.4 | 16.4 | 1.7 | 14.5 | 0.0 | 0.0 |
| | | | DR | 5 | 190.3 | 54.7 | 4.3 | 0.4 | 6.7 | 33.8 | 0.0 |
| | | | TOTAL | 33 | 2019.7 | 66.2 | 15.3 | 1.6 | 13.7 | 3.2 | 0.0 |
| 1002 | NH | Manchester TA | MB | 30 | 2084.2 | 59.6 | 29.1 | 1.3 | 9.9 | 0.0 | 0.0 |
| | | | DR | 2 | 86.0 | 59.1 | 18.0 | 0.0 | 23.0 | 0.0 | 0.0 |
| | | | TOTAL | 32 | 2170.2 | 59.6 | 28.7 | 1.3 | 10.5 | 0.0 | 0.0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 32 | 474.1 | 39.9 | 8.1 | 0.0 | 6.6 | 45.4 | 0.0 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 3173.1 | 56.0 | 14.7 | 1.1 | 28.2 | 0.0 | 0.0 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 656.7 | 64.6 | 11.7 | 7.7 | 16.0 | 0.0 | 0.0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 3352.9 | 64.6 | 18.9 | 0.0 | 16.5 | 0.0 | 0.0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 2917.0 | 64.7 | 14.3 | 0.8 | 20.1 | 0.0 | 0.0 |
| | | | DR | 9 | 388.1 | 33.8 | 5.2 | 0.3 | 9.2 | 51.6 | 0.0 |
| | | | TOTAL | 45 | 3305.1 | 61.1 | 13.3 | 0.8 | 18.8 | 6.1 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 12383.3 | C1 | C1 | C1 | C1 | 0.0 | 0.0 |
| 2021 | NY | Utica TA | MB | 33 | 2503.7 | 67.5 | 19.9 | 0.2 | 12.4 | 0.0 | 0.0 |
| | | | DR | 1 | 26.2 | 46.4 | 38.3 | 0.0 | 15.3 | 0.0 | 0.0 |
| | | | TOTAL | 34 | 2529.9 | 67.3 | 20.1 | 0.2 | 12.4 | 0.0 | 0.0 |
| 5011 | OH | Canton RTA | MB | 39 | 3935.9 | 57.1 | 21.2 | 1.7 | 20.0 | 0.0 | 0.0 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 3763.0 | 55.5 | 22.2 | 2.8 | 19.5 | 0.0 | 0.0 |
| | | | DR | 4 | 161.5 | 82.0 | 5.9 | 0.0 | 12.1 | 0.0 | 0.0 |
| | | | TOTAL | 38 | 3924.5 | 56.6 | 21.5 | 2.7 | 19.2 | 0.0 | 0.0 |
| 0025 | OR | Salem Area MTD | MB | 41 | 3446.1 | 67.9 | 19.5 | 0.4 | 12.2 | 0.0 | 0.0 |
| | | | DR | 3 | 69.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 44 | 3515.3 | 66.6 | 19.1 | 0.4 | 11.9 | 2.0 | 0.0 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 1355.2 | 63.3 | 18.6 | 2.8 | 15.4 | 0.0 | 0.0 |
| | | | DR | 1 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 25 | 1369.0 | 62.6 | 18.4 | 2.7 | 15.2 | 1.0 | 0.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 4232.7 | 67.3 | 18.9 | 1.3 | 12.5 | 0.0 | 0.0 |
| | | | DR | 2 | 31.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 45 | 4264.6 | 66.8 | 18.7 | 1.2 | 12.4 | 0.7 | 0.0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 2092.6 | 71.0 | 14.7 | 1.3 | 13.0 | 0.0 | 0.0 |
| | | | DR | 0 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 30 | 2108.2 | 70.5 | 14.6 | 1.3 | 12.9 | 0.7 | 0.0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 3326.8 | 57.1 | 21.8 | 5.6 | 15.5 | 0.0 | 0.0 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 1193.4 | 63.3 | 12.1 | 5.4 | 19.2 | 0.0 | 0.0 |
| | | | DR | 9 | 39.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 29 | 1232.4 | 61.3 | 11.7 | 5.3 | 18.6 | 3.2 | 0.0 |
| 4053 | SC | Greenville TA | MB | 23 | 1207.9 | 60.0 | 15.5 | 0.0 | 24.5 | 0.0 | 0.0 |
| | | | DR | 5 | 199.1 | 10.7 | 0.0 | 0.0 | 28.8 | 60.5 | 0.0 |
| | | | TOTAL | 28 | 1407.0 | 53.0 | 13.3 | 0.0 | 25.1 | 8.6 | 0.0 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 209.6 | 56.9 | 18.8 | 0.0 | 24.4 | 0.0 | 0.0 |
| 6010 | TX | City of Lubbock | MB | 23 | 1729.1 | 60.2 | 20.2 | 1.0 | 18.6 | 0.0 | 0.0 |
| | | | DR | 3 | 205.1 | 51.0 | 25.5 | 0.0 | 23.5 | 0.0 | 0.0 |
| | | | TOTAL | 26 | 1934.3 | 59.2 | 20.8 | 0.9 | 19.1 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.
C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 2039.6 | 56.4 | 14.6 | 2.4 | 26.6 | 0.0 | 0.0 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 1684.0 | 54.1 | 16.5 | 5.6 | 23.9 | 0.0 | 0.0 |
| | | | DR | 6 | 130.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 30 | 1814.0 | 50.2 | 15.3 | 5.2 | 22.1 | 7.2 | 0.0 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 2946.0 | 68.9 | 15.0 | 0.0 | 16.1 | 0.0 | 0.0 |
| | | | VP | 1 | 6.1 | 52.5 | 47.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 128.2 | 59.1 | 13.7 | 0.0 | 27.2 | 0.0 | 0.0 |
| | | | TOTAL | 35 | 3080.3 | 68.4 | 15.0 | 0.0 | 16.6 | 0.0 | 0.0 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 3223.5 | 64.3 | 17.8 | 1.4 | 16.5 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 1432.5 | 56.5 | 23.3 | 0.5 | 19.7 | 0.0 | 0.0 |
| | | | DR | 18 | 257.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 30 | 1689.6 | 47.9 | 19.8 | 0.4 | 16.7 | 15.2 | 0.0 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 2014.6 | 77.1 | 8.8 | 0.7 | 13.4 | 0.0 | 0.0 |
| 5006 | WI | Belle Urban System | MB | 33 | 2519.9 | 74.3 | 10.5 | 2.5 | 12.7 | 0.0 | 0.0 |
| | | | DR | 7 | 125.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 40 | 2644.9 | 70.8 | 10.0 | 2.4 | 12.1 | 4.7 | 0.0 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 1664.8 | 66.6 | 21.7 | 2.1 | 9.6 | 0.0 | 0.0 |
| | | | DR | 2 | 52.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 28 | 1717.3 | 64.6 | 21.0 | 2.1 | 9.3 | 3.1 | 0.0 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 1452.1 | 73.9 | 13.2 | 2.2 | 10.6 | 0.0 | 0.0 |
| | | | DR | 4 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 28 | 1470.1 | 73.0 | 13.1 | 2.2 | 10.5 | 1.2 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 31.7 | 79.8 | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 646.2 | 81.7 | 5.1 | 0.5 | 12.7 | 0.0 | 0.0 |
| 9044 | CA | Arcadia Dial-A-Ride | DR | 14 | 610.5 | 0.0 | 0.0 | 0.0 | 10.1 | 89.9 | 0.0 |
| 9084 | CA | Caltrans/Los Angeles | CR | 18 | 587.8 | C1 | C1 | C1 | C1 | 50.0 | 0.0 |
| 9085 | CA | Caltrans/San Diego | CR | 12 | 73.9 | C1 | C1 | C1 | C1 | 50.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9043 | CA | City of Commerce | MB | 6 | 795.8 | 61.5 | 26.4 | 0.0 | 12.1 | 0.0 | 0.0 |
| | | | DR | 1 | 41.8 | 61.4 | 26.5 | 0.0 | 12.2 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 837.6 | 61.5 | 26.4 | 0.0 | 12.1 | 0.0 | 0.0 |
| 9113 | CA | City of El Cerrito | DR | 2 | 36.4 | 88.7 | 7.4 | 0.0 | 3.8 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | MB | 4 | 283.5 | 59.3 | 11.3 | 0.0 | 29.3 | 0.0 | 0.0 |
| | | | DR | 3 | 261.6 | 51.2 | 10.9 | 0.0 | 37.9 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 545.1 | 55.4 | 11.1 | 0.0 | 33.5 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 666.1 | 55.3 | 17.6 | 0.0 | 27.1 | 0.0 | 0.0 |
| | | | DR | 2 | 53.8 | 68.3 | 6.5 | 0.0 | 25.2 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 719.9 | 56.3 | 16.8 | 0.0 | 26.9 | 0.0 | 0.0 |
| 9091 | CA | City of Visalia | MB | 2 | 84.5 | 7.3 | 0.0 | 0.0 | 17.6 | 75.1 | 0.0 |
| | | | DR | 5 | 200.6 | 10.3 | 0.0 | 0.0 | 15.1 | 74.7 | 0.0 |
| | | | TOTAL | 7 | 285.1 | 9.4 | 0.0 | 0.0 | 15.8 | 74.8 | 0.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 2666.6 | 59.8 | 18.4 | 0.0 | 21.8 | 0.0 | 0.0 |
| 9024 | CA | La Mirada Dial-A-Ride | DR | 5 | 387.0 | 11.7 | 21.7 | 0.0 | 14.6 | 52.1 | 0.0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 474.1 | 49.7 | 31.3 | 0.2 | 18.8 | 0.0 | 0.0 |
| 9088 | CA | Napa City Bus | MB | 8 | 390.1 | 71.3 | 20.6 | 0.0 | 8.1 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | MB | 17 | 1968.9 | 62.2 | 24.2 | 0.2 | 13.5 | 0.0 | 0.0 |
| | | | DR | 2 | 175.9 | 69.8 | 14.6 | 0.0 | 15.6 | 0.0 | 0.0 |
| | | | TOTAL | 19 | 2144.8 | 62.8 | 23.4 | 0.2 | 13.6 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 3081.4 | 57.4 | 26.9 | 0.4 | 15.3 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 1980.4 | 51.1 | 23.8 | 1.2 | 23.8 | 0.0 | 0.0 |
| | | | DR | 7 | 266.8 | 52.0 | 23.2 | 1.2 | 23.6 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 2247.2 | 51.2 | 23.8 | 1.2 | 23.8 | 0.0 | 0.0 |
| 9063 | CA | Redondo Beach-DAR | DR | 2 | 111.8 | 0.0 | 0.0 | 0.0 | 31.0 | 69.0 | 0.0 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 500.0 | 63.1 | 27.3 | 0.0 | 9.6 | 0.0 | 0.0 |
| 9055 | CA | Salinas-Cnty of Monterey | DR | 3 | 110.3 | 0.0 | 0.0 | 0.0 | 17.5 | 82.5 | 0.0 |
| 9054 | CA | San Diego Trolley | SC | 18 | 4922.6 | 45.2 | 15.8 | 14.5 | 24.5 | 0.0 | 0.0 |
| 9083 P | CA | San Jose-MTC-Rides | VP | 13 | 59.9 | 44.4 | 0.0 | 0.0 | 28.9 | 26.7 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.
C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9087 | CA | Santa Maria Area Transit | MB | 4 | 292.7 | 20.0 | 14.9 | 0.0 | 0.0 | 65.2 | 0.0 |
| | | | DR | 3 | 80.6 | 14.7 | 12.2 | 0.0 | 6.9 | 66.2 | 0.0 |
| | | | TOTAL | 7 | 373.3 | 18.8 | 14.3 | 0.0 | 5.5 | 65.4 | 0.0 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 1250.0 | 59.5 | 17.8 | 1.1 | 21.6 | 0.0 | 0.0 |
| | | | DR | 5 | 61.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 16 | 1311.2 | 56.8 | 17.0 | 1.0 | 20.6 | 4.7 | 0.0 |
| 9089 | CA | Sonoma County Transit | MB | 20 | 1875.4 | 14.6 | 3.7 | 0.1 | 23.7 | 57.9 | 0.0 |
| 9090 | CA | Woodland-Yolobus | MB | 11 | 1025.0 | 0.0 | 0.0 | 0.1 | 9.1 | 90.8 | 0.0 |
| 9061 | CA | Yuba City-Hub Area TAu | MB | 9 | 492.9 | 11.9 | 0.0 | 0.0 | 11.6 | 76.5 | 0.0 |
| | | | DR | 6 | 376.4 | 11.9 | 0.0 | 0.0 | 11.6 | 76.5 | 0.0 |
| | | | TOTAL | 15 | 869.3 | 11.9 | 0.0 | 0.0 | 11.6 | 76.5 | 0.0 |
| 8010 | CO | City of Greeley | MB | 13 | 721.4 | 84.2 | 12.4 | 1.4 | 2.0 | 0.0 | 0.0 |
| | | | DR | 2 | 168.6 | 77.4 | 17.7 | 2.0 | 2.9 | 0.0 | 0.0 |
| | | | TOTAL | 15 | 890.0 | 82.9 | 13.4 | 1.5 | 2.2 | 0.0 | 0.0 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 674.3 | 45.9 | 28.5 | 7.6 | 18.0 | 0.0 | 0.0 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 1164.6 | 60.8 | 26.6 | 0.0 | 12.5 | 0.0 | 0.0 |
| | | | DR | 3 | 4.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 21 | 1169.1 | 60.6 | 26.9 | 0.0 | 12.5 | 0.0 | 0.0 |
| 1051 | CT | Danbury-Housatonic ART | MB | 11 | 757.8 | 0.0 | 0.0 | 0.0 | 8.9 | 91.1 | 0.0 |
| | | | DR | 11 | 330.4 | 0.0 | 0.0 | 0.0 | 4.1 | 95.9 | 0.0 |
| | | | TOTAL | 22 | 1088.2 | 0.0 | 0.0 | 0.0 | 7.5 | 92.5 | 0.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 585.9 | 52.2 | 17.2 | 0.3 | 30.3 | 0.0 | 0.0 |
| 1049 | CT | Gr New Haven Transit | DR | 6 | 614.8 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 1060 | CT | Milford TD | MB | 4 | 241.5 | 0.0 | 0.0 | 0.0 | 18.0 | 82.0 | 0.0 |
| | | | DR | 1 | 31.6 | 0.0 | 0.0 | 0.0 | 37.0 | 63.0 | 0.0 |
| | | | TOTAL | 5 | 273.1 | 0.0 | 0.0 | 0.0 | 20.2 | 79.8 | 0.0 |
| 1047 P | CT | New Britain Trans | MB | 8 | 694.3 | 67.9 | 12.7 | 2.0 | 17.4 | 0.0 | 0.0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 172.6 | 65.6 | 14.3 | 2.2 | 17.9 | 0.0 | 0.0 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 236.8 | 73.7 | 7.6 | 2.2 | 16.4 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 1203.6 | 61.0 | 23.8 | 2.0 | 13.1 | 0.0 | 0.0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 2640.7 | 63.0 | 19.6 | 2.1 | 15.3 | 0.0 | 0.0 |
| 1041 | CT | Westport TD | MB | 15 | 690.2 | 60.2 | 15.9 | 0.0 | 23.9 | 0.0 | 0.0 |
| | | | DR | 1 | 15.9 | 96.5 | 1.4 | 0.0 | 2.1 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 706.1 | 61.0 | 15.6 | 0.0 | 23.4 | 0.0 | 0.0 |
| 3047 | DE | Dover-Delaware TA | MB | 3 | 100.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 1906.0 | 52.3 | 27.6 | 3.0 | 17.1 | 0.0 | 0.0 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 1526.7 | 61.1 | 19.5 | 3.1 | 16.3 | 0.0 | 0.0 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 526.0 | 56.4 | 20.4 | 1.6 | 21.6 | 0.0 | 0.0 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 1342.1 | 70.0 | 17.5 | 0.4 | 12.1 | 0.0 | 0.0 |
| 4050 | FL | Smyrna TS | MB | 4 | 126.4 | 50.1 | 26.2 | 0.0 | 23.7 | 0.0 | 0.0 |
| 4021 | GA | Albany TS | MB | 10 | 833.9 | 62.7 | 20.5 | 1.4 | 15.4 | 0.0 | 0.0 |
| | | | DR | 1 | 33.6 | 75.0 | 22.8 | 0.2 | 2.0 | 0.0 | 0.0 |
| | | | TOTAL | 11 | 867.4 | 63.2 | 20.6 | 1.3 | 14.9 | 0.0 | 0.0 |
| 4047 | GA | Athens TS | MB | 10 | 736.1 | 52.9 | 15.6 | 2.3 | 29.2 | 0.0 | 0.0 |
| 4058 | GA | Rome TD | MB | 20 | 1035.5 | 54.7 | 14.4 | 0.8 | 30.2 | 0.0 | 0.0 |
| 7007 | IA | Bettendorf TS | MB | 3 | 241.6 | 73.0 | 12.9 | 0.5 | 13.7 | 0.0 | 0.0 |
| | | | DR | 5 | 50.7 | 46.3 | 9.1 | 0.3 | 11.1 | 33.2 | 0.0 |
| | | | TOTAL | 8 | 292.3 | 68.4 | 12.2 | 0.4 | 13.2 | 5.8 | 0.0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 1284.0 | 60.7 | 23.3 | 2.0 | 14.0 | 0.0 | 0.0 |
| | | | DR | 2 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 22 | 1310.2 | 59.5 | 22.9 | 2.0 | 13.7 | 2.0 | 0.0 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 554.7 | 56.6 | 19.1 | 0.5 | 23.8 | 0.0 | 0.0 |
| | | | DR | 1 | 9.3 | 0.0 | 0.0 | 0.0 | 3.5 | 96.5 | 0.0 |
| | | | TOTAL | 8 | 564.0 | 55.7 | 18.8 | 0.5 | 23.5 | 1.6 | 0.0 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 2366.3 | 65.0 | 22.2 | 3.2 | 9.7 | 0.0 | 0.0 |
| | | | DR | 3 | 76.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 23 | 2442.4 | 62.9 | 21.5 | 3.1 | 9.4 | 3.1 | 0.0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 584.4 | 60.8 | 22.3 | 2.6 | 14.2 | 0.0 | 0.0 |
| | | | DR | 2 | 73.8 | 58.1 | 27.8 | 1.1 | 12.9 | 0.0 | 0.0 |
| | | | TOTAL | 13 | 658.2 | 60.5 | 23.0 | 2.5 | 14.1 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.
C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

### TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 297.6 | 53.9 | 3.3 | 21.4 | 21.4 | 0.0 | 0.0 |
| | | | DR | 6 | 91.2 | 67.4 | 4.7 | 13.9 | 13.9 | 0.0 | 0.0 |
| | | | TOTAL | 9 | 388.8 | 57.1 | 3.7 | 19.6 | 19.6 | 0.0 | 0.0 |
| 5063 | IL | Auarora Transit | MB | 18 | 1456.0 | 63.3 | 26.0 | 1.4 | 9.4 | 0.0 | 0.0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 53.2 | 68.7 | 10.7 | 0.0 | 20.6 | 0.0 | 0.0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 1200.2 | 71.6 | 13.6 | 1.3 | 13.6 | 0.0 | 0.0 |
| | | | DR | 2 | 196.4 | 65.5 | 16.0 | 1.6 | 17.0 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 1396.6 | 70.7 | 14.0 | 1.3 | 14.0 | 0.0 | 0.0 |
| 5068 | IL | Elgin-DOT | MB | 18 | 1770.4 | 60.6 | 28.7 | 1.4 | 9.4 | 0.0 | 0.0 |
| 5073 | IL | Glen Ellyn Transit | MB | 6 | 173.8 | 0.0 | 0.0 | 0.0 | 18.4 | 81.6 | 0.0 |
| 5074 | IL | Highland Park Transit | MB | 4 | 351.0 | 64.5 | 18.7 | 0.0 | 16.9 | 0.0 | 0.0 |
| 5055 | IL | Loves Park TS | MB | 4 | 269.6 | 51.4 | 28.0 | 0.3 | 20.3 | 0.0 | 0.0 |
| | | | DR | 1 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 5 | 285.8 | 48.5 | 26.4 | 0.3 | 19.2 | 5.7 | 0.0 |
| 5077 | IL | Naperville-GNATS | MB | 14 | 548.7 | 0.0 | 0.0 | 0.0 | 7.1 | 92.9 | 0.0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 177.2 | 45.0 | 36.6 | 0.0 | 18.4 | 0.0 | 0.0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 2040.4 | 63.0 | 28.9 | 0.9 | 7.2 | 0.0 | 0.0 |
| 5078 | IL | Village of Niles | MB | 7 | 360.9 | 85.3 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 696.8 | 74.2 | 21.7 | 0.7 | 3.4 | 0.0 | 0.0 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 784.6 | 42.6 | 32.4 | 1.3 | 23.6 | 0.0 | 0.0 |
| 5041 | IN | City of Anderson TS | MB | 8 | 793.8 | 59.7 | 16.2 | 10.0 | 14.1 | 0.0 | 0.0 |
| | | | DR | 2 | 168.4 | 59.7 | 16.2 | 10.0 | 14.1 | 0.0 | 0.0 |
| | | | TOTAL | 10 | 962.2 | 59.7 | 16.2 | 10.0 | 14.1 | 0.0 | 0.0 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 605.3 | 49.6 | 17.7 | 0.0 | 32.6 | 0.0 | 0.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 387.3 | 67.4 | 9.5 | 0.0 | 23.1 | 0.0 | 0.0 |
| 5115 | IN | Goshen Transit | DR | 1 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 1668.4 | 64.1 | 13.7 | 1.5 | 20.6 | 0.0 | 0.0 |
| 5102 | IN | Hammond Transit System | MB | 8 | 1122.8 | 0.0 | 0.0 | 0.8 | 5.5 | 93.7 | 0.0 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 1322.7 | 67.3 | 20.2 | 0.8 | 11.7 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 1589.5 | 65.3 | 20.0 | 0.0 | 14.6 | 0.0 | 0.0 |
| | | | DR | 3 | 151.7 | 57.0 | 29.3 | 7.2 | 6.5 | 0.0 | 0.0 |
| | | | TOTAL | 22 | 1741.3 | 64.6 | 20.8 | 0.6 | 13.9 | 0.0 | 0.0 |
| 5105 | IN | Portage Township | DR | 4 | 67.7 | 45.0 | 22.8 | 0.0 | 32.2 | 0.0 | 0.0 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 845.7 | 66.1 | 15.1 | 1.6 | 17.2 | 0.0 | 0.0 |
| 7014 | KS | Topeka MTA | MB | 22 | 1741.0 | 56.5 | 22.7 | 1.5 | 19.3 | 0.0 | 0.0 |
| | | | DR | 2 | 130.5 | 58.9 | 11.1 | 0.6 | 29.4 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 1871.5 | 56.7 | 21.9 | 1.4 | 20.0 | 0.0 | 0.0 |
| 4016 | KY | Ashland Bus System | MB | 6 | 248.7 | 71.8 | 12.9 | 0.8 | 14.4 | 0.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 162.1 | 71.8 | 13.2 | 0.5 | 14.5 | 0.0 | 0.0 |
| 4020 | KY | Owensboro TS | MB | 6 | 430.8 | 60.2 | 18.2 | 0.9 | 20.8 | 0.0 | 0.0 |
| | | | DR | 2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 8 | 449.0 | 57.7 | 17.4 | 0.8 | 20.0 | 4.1 | 0.0 |
| 6025 | LA | Alexandria TS | MB | 11 | 869.4 | 60.7 | 19.7 | 0.2 | 19.4 | 0.0 | 0.0 |
| | | | DR | 2 | 52.2 | 66.3 | 7.7 | 0.2 | 25.8 | 0.0 | 0.0 |
| | | | TOTAL | 13 | 921.6 | 61.1 | 19.0 | 0.2 | 19.8 | 0.0 | 0.0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 329.7 | 65.5 | 8.5 | 0.0 | 25.9 | 0.0 | 0.0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 2358.0 | 59.2 | 23.5 | 2.8 | 14.5 | 0.0 | 0.0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 1266.1 | 64.1 | 23.6 | 2.1 | 10.2 | 0.0 | 0.0 |
| 6023 | LA | Lake Charles TS | MB | 9 | 686.2 | 49.6 | 25.4 | 0.0 | 25.0 | 0.0 | 0.0 |
| 6026 | LA | Monroe TS | MB | 13 | 1282.9 | 55.9 | 14.2 | 0.2 | 29.7 | 0.0 | 0.0 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 4342.1 | 76.4 | 17.4 | 1.7 | 4.5 | 0.0 | 0.0 |
| 1053 | MA | Gloucester-Cape Ann TA | MB | 5 | 400.2 | 19.9 | 8.0 | 0.0 | 5.0 | 67.2 | 0.0 |
| | | | DR | 2 | 74.4 | 23.1 | 1.8 | 0.0 | 7.9 | 67.2 | 0.0 |
| | | | TOTAL | 7 | 474.5 | 20.4 | 7.0 | 0.0 | 5.4 | 67.2 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 776.9 | 57.6 | 17.0 | 0.0 | 25.4 | 0.0 | 0.0 |
| | | | CR | 0 | 1014.9 | 0.0 | 0.0 | 0.0 | 2.9 | 97.1 | 0.0 |
| | | | DR | 8 | 99.2 | 61.7 | 7.6 | 12.4 | 18.4 | 0.0 | 0.0 |
| | | | TOTAL | 21 | 1891.0 | 26.9 | 7.4 | 0.6 | 12.9 | 52.1 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 1007 | MA | Pittsfield-Berkshire RTA | MB | 20 | 1508.4 | 0.0 | 0.0 | 0.1 | 12.2 | 87.7 | 0.0 |
| | | | DR | 3 | 374.0 | 1.1 | 0.0 | 0.0 | 11.1 | 87.8 | 0.0 |
| | | | TOTAL | 23 | 1882.3 | 0.2 | 0.0 | 0.1 | 12.0 | 87.7 | 0.0 |
| 3041 | MD | Allegany County TAu | MB | 13 | 542.5 | 56.9 | 26.9 | 0.1 | 16.1 | 0.0 | 0.0 |
| 3040 | MD | City of Annapolis | MB | 20 | 864.0 | 55.8 | 20.2 | 1.2 | 22.9 | 0.0 | 0.0 |
| | | | DR | 4 | 98.7 | 62.9 | 17.0 | 1.0 | 19.1 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 962.6 | 56.5 | 19.8 | 1.2 | 22.5 | 0.0 | 0.0 |
| 3043 | MD | Columbia TS | MB | 6 | 368.0 | 59.4 | 14.8 | 0.0 | 25.8 | 0.0 | 0.0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 661.5 | 94.6 | 3.8 | 0.0 | 1.5 | 0.0 | 0.0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 727.7 | 62.6 | 17.3 | 0.0 | 20.1 | 0.0 | 0.0 |
| 1015 | ME | Lewiston Auburn Transit | MB | 5 | 2.2 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| | | | DR | 2 | 19.1 | 0.0 | 0.0 | 0.0 | 47.1 | 52.9 | 0.0 |
| | | | TOTAL | 7 | 21.3 | 0.0 | 0.0 | 0.0 | 52.7 | 47.3 | 0.0 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 1291.5 | 56.6 | 23.7 | 1.7 | 18.0 | 0.0 | 0.0 |
| | | | DR | 2 | 100.1 | 62.6 | 10.5 | 1.1 | 25.8 | 0.0 | 0.0 |
| | | | TOTAL | 17 | 1391.6 | 57.1 | 22.8 | 1.6 | 18.5 | 0.0 | 0.0 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 1014.2 | 50.5 | 32.5 | 0.0 | 16.9 | 0.0 | 0.0 |
| | | | DR | 1 | 53.7 | 59.5 | 22.4 | 0.0 | 18.0 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 1067.9 | 51.0 | 32.0 | 0.0 | 17.0 | 0.0 | 0.0 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 292.4 | 66.7 | 15.1 | 0.0 | 18.3 | 0.0 | 0.0 |
| 5026 | MN | City of Moorhead Transit | MB | 9 | 461.6 | 13.0 | 11.4 | 0.5 | 9.9 | 65.2 | 0.0 |
| | | | DR | 1 | 61.3 | 14.8 | 15.2 | 0.2 | 12.4 | 57.5 | 0.0 |
| | | | TOTAL | 10 | 522.9 | 13.2 | 11.8 | 0.5 | 10.2 | 64.3 | 0.0 |
| 5092 | MN | City of Rochester | MB | 17 | 488.3 | 0.0 | 0.0 | 0.1 | 10.2 | 89.7 | 0.0 |
| | | | DR | 2 | 75.2 | 0.0 | 9.3 | 0.0 | 1.3 | 89.4 | 0.0 |
| | | | TOTAL | 19 | 563.5 | 0.0 | 1.2 | 0.1 | 9.0 | 89.6 | 0.0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 1267.6 | 65.7 | 21.2 | 0.0 | 13.1 | 0.0 | 0.0 |
| | | | DR | 4 | 156.7 | 51.9 | 14.7 | 0.0 | 10.1 | 23.3 | 0.0 |
| | | | TOTAL | 20 | 1424.3 | 64.1 | 20.5 | 0.0 | 12.8 | 2.6 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 443.4 | 49.2 | 30.5 | 1.8 | 18.5 | 0.0 | 0.0 |
| 8012 | MT | Great Falls TD | MB | 13 | 917.6 | 49.4 | 17.5 | 1.3 | 31.8 | 0.0 | 0.0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 1144.1 | 62.9 | 17.2 | 1.2 | 18.7 | 0.0 | 0.0 |
| | | | DR | 3 | 60.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 19 | 1204.7 | 59.7 | 16.3 | 1.2 | 17.8 | 5.0 | 0.0 |
| 4005 | NC | Asheville TA | MB | 17 | 1297.5 | 72.4 | 17.5 | 2.1 | 8.0 | 0.0 | 0.0 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 1276.6 | 56.3 | 17.7 | 4.8 | 21.3 | 0.0 | 0.0 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 411.6 | 52.4 | 24.9 | 0.2 | 22.5 | 0.0 | 0.0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 270.9 | 63.8 | 2.5 | 0.0 | 33.7 | 0.0 | 0.0 |
| 4011 | NC | High Point City TS | MB | 16 | 706.0 | 47.2 | 21.8 | 0.0 | 31.0 | 0.0 | 0.0 |
| | | | DR | 3 | 70.6 | 45.5 | 10.7 | 14.1 | 29.7 | 0.0 | 0.0 |
| | | | TOTAL | 19 | 776.5 | 47.0 | 20.8 | 1.3 | 30.9 | 0.0 | 0.0 |
| 4006 | NC | Wilmington TA | MB | 12 | 868.3 | 65.3 | 18.0 | 5.1 | 11.6 | 0.0 | 0.0 |
| | | | DR | 2 | 27.7 | 83.7 | 15.1 | 0.0 | 1.2 | 0.0 | 0.0 |
| | | | TOTAL | 14 | 896.0 | 65.9 | 17.9 | 5.0 | 11.2 | 0.0 | 0.0 |
| 8003 | ND | Fargo Metro Area Transit | MB | 11 | 1038.9 | 11.2 | 15.8 | 0.0 | 73.0 | 0.0 | 0.0 |
| | | | DR | 3 | 65.9 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| | | | TOTAL | 14 | 1104.8 | 10.5 | 14.9 | 0.0 | 74.6 | 0.0 | 0.0 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 518.1 | 62.7 | 19.7 | 2.4 | 15.2 | 0.0 | 0.0 |
| | | | DR | 4 | 80.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 17 | 598.5 | 54.3 | 17.1 | 2.1 | 13.2 | 13.4 | 0.0 |
| 1086 | NH | Durham-COAST | MB | 13 | 370.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | 1 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 14 | 380.8 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 654.1 | 71.0 | 12.1 | 4.7 | 12.1 | 0.0 | 0.0 |
| 2005 | NY | Chemung County TS | MB | 21 | 1482.2 | 61.4 | 16.9 | 2.4 | 19.4 | 0.0 | 0.0 |
| | | | DR | 3 | 91.1 | 64.7 | 19.9 | 1.2 | 14.2 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 1573.3 | 61.6 | 17.1 | 2.3 | 19.1 | 0.0 | 0.0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 644.5 | 61.1 | 6.7 | 0.6 | 31.7 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

**TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2010 | NY | Dutchess County Loop | MB | 11 | 1022.5 | 10.0 | 0.0 | 0.0 | 14.0 | 76.0 | 0.0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 494.1 | 71.2 | 15.3 | 3.0 | 10.5 | 0.0 | 0.0 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 1545.2 | 64.7 | 23.4 | 0.3 | 11.6 | 0.0 | 0.0 |
| | | | DR | 1 | 16.7 | 86.9 | 8.7 | 0.1 | 4.3 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 1562.0 | 64.9 | 23.3 | 0.3 | 11.5 | 0.0 | 0.0 |
| 2006 | NY | Long Beach TA | MB | 8 | 702.8 | 74.9 | 20.7 | 0.0 | 4.4 | 0.0 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 539.5 | 68.0 | 12.7 | 0.0 | 19.3 | 0.0 | 0.0 |
| 2083 P | NY | New York - Easyride | DR | 12 | 621.5 | 62.4 | 15.5 | 0.0 | 22.1 | 0.0 | 0.0 |
| 2118 | NY | Onondaga County | MB | 19 | 683.3 | 0.0 | 0.0 | 0.0 | 0.9 | 99.1 | 0.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 419.3 | 64.6 | 7.0 | 0.0 | 28.5 | 0.0 | 0.0 |
| 2084 | NY | Pomona-Transp of Rockland | MB | 18 | 1711.3 | 0.5 | 0.0 | 0.0 | 3.8 | 95.7 | 0.0 |
| 2011 | NY | Poughkeepsie-DAR Sen Cit | MB | 0 | 149.6 | 11.1 | 0.0 | 0.0 | 2.3 | 86.7 | 0.0 |
| 2096 | NY | Putnam Area Rapid Transit | MB | 17 | 683.6 | 5.1 | 1.1 | 0.0 | 0.2 | 93.6 | 0.0 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 427.7 | 51.8 | 21.5 | 0.0 | 26.7 | 0.0 | 0.0 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 29670.6 | 65.9 | 16.1 | 0.0 | 18.0 | 0.0 | 0.0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 140.2 | 88.2 | 6.5 | 0.0 | 5.3 | 0.0 | 0.0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 2572.0 | 48.5 | 15.3 | 0.8 | 35.4 | 0.0 | 0.0 |
| 5116 | OH | City of Steubenville | MB | 4 | 210.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 906.0 | 63.9 | 14.3 | 0.2 | 21.6 | 0.0 | 0.0 |
| | | | DR | 1 | 19.5 | 71.1 | 20.8 | 0.0 | 8.2 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 925.4 | 64.1 | 14.4 | 0.2 | 21.3 | 0.0 | 0.0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 1069.0 | 43.1 | 27.4 | 2.4 | 27.2 | 0.0 | 0.0 |
| | | | DR | 3 | 73.2 | 86.4 | 12.0 | 0.0 | 1.7 | 0.0 | 0.0 |
| | | | TOTAL | 22 | 1142.2 | 45.9 | 26.4 | 2.2 | 25.6 | 0.0 | 0.0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 634.0 | 53.3 | 19.8 | 2.5 | 24.4 | 0.0 | 0.0 |
| | | | DR | 6 | 60.6 | 53.3 | 19.8 | 2.5 | 24.4 | 0.0 | 0.0 |
| | | | TOTAL | 14 | 694.5 | 53.3 | 19.8 | 2.5 | 24.4 | 0.0 | 0.0 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 148.5 | 64.8 | 6.6 | 0.0 | 28.6 | 0.0 | 0.0 |
| 5019 | OH | Middletown TS | MB | 4 | 457.0 | 56.3 | 24.8 | 1.0 | 17.9 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5013 | OH | Norwood Transit System | MB | 2 | 89.8 | 69.0 | 14.3 | 4.8 | 11.8 | 0.0 | 0.0 |
| | | | DR | 2 | 31.3 | 59.3 | 19.7 | 0.0 | 21.0 | 0.0 | 0.0 |
| | | | TOTAL | 4 | 121.1 | 66.5 | 15.7 | 3.6 | 14.2 | 0.0 | 0.0 |
| 5117 | OH | Painesville-Laketran | DR | 23 | 310.0 | 0.0 | 0.0 | 0.0 | 39.0 | 61.0 | 0.0 |
| 5090 | OH | Richland Cnty Transit Brd | MB | 13 | 543.6 | 0.0 | 0.0 | 0.0 | 9.8 | 90.2 | 0.0 |
| | | | DR | 3 | 86.4 | 0.0 | 0.0 | 0.0 | 9.8 | 90.2 | 0.0 |
| | | | TOTAL | 16 | 630.0 | 0.0 | 0.0 | 0.0 | 9.8 | 90.2 | 0.0 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 534.4 | 44.5 | 29.1 | 5.3 | 21.2 | 0.0 | 0.0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 823.5 | 54.8 | 16.8 | 3.7 | 24.8 | 0.0 | 0.0 |
| 3023 | PA | Beaver County-BCTA | MB | 8 | 783.4 | 0.0 | 0.0 | 0.0 | 20.9 | 79.1 | 0.0 |
| | | | CR | 4 | 770.0 | 0.0 | 0.0 | 0.0 | 2.1 | 97.9 | 0.0 |
| | | | DR | 8 | 291.6 | 0.0 | 0.0 | 0.0 | 24.4 | 75.6 | 0.0 |
| | | | TOTAL | 20 | 1845.0 | 0.0 | 0.0 | 0.0 | 13.6 | 86.4 | 0.0 |
| 3028 | PA | Gr Aliquippa TA | MB | 7 | 222.6 | 0.0 | 0.0 | 0.0 | 12.7 | 87.3 | 0.0 |
| | | | DR | 3 | 175.6 | 0.0 | 0.0 | 0.0 | 12.7 | 87.3 | 0.0 |
| | | | TOTAL | 10 | 398.2 | 0.0 | 0.0 | 0.0 | 12.7 | 87.3 | 0.0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 2281.6 | 58.3 | 20.5 | 3.3 | 17.8 | 0.0 | 0.0 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 21.6 | 66.9 | 22.2 | 0.0 | 10.9 | 0.0 | 0.0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 335.1 | 57.6 | 24.4 | 0.0 | 18.0 | 0.0 | 0.0 |
| 3055 | PA | Shenango Valley Shuttle | MB | 3 | 148.7 | 16.8 | 0.0 | 0.0 | 21.7 | 61.5 | 0.0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 342.8 | 62.0 | 18.4 | 8.2 | 11.4 | 0.0 | 0.0 |
| | | | DR | 6 | 132.5 | 68.2 | 16.7 | 6.4 | 8.7 | 0.0 | 0.0 |
| | | | TOTAL | 13 | 475.3 | 63.8 | 17.9 | 7.7 | 10.6 | 0.0 | 0.0 |
| 3044 | PA | Westmore County TA | MB | 6 | 597.2 | 0.0 | 0.0 | 0.0 | 15.8 | 84.2 | 0.0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 29.3 | 60.8 | 26.5 | 0.0 | 12.7 | 0.0 | 0.0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 1255.3 | 60.9 | 24.6 | 0.6 | 13.9 | 0.0 | 0.0 |
| 3027 | PA | York Area TA | MB | 14 | 1099.3 | 55.7 | 23.8 | 2.4 | 18.0 | 0.0 | 0.0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 823.1 | 59.3 | 19.9 | 0.0 | 20.8 | 0.0 | 0.0 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 106.8 | 54.8 | 24.1 | 0.0 | 21.1 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.07 as of 06/02/86 — continued

## TRANSIT OPERATING EXPENSES BY MODE AND FUNCTION: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4057 | TN | Jackson TA | MB | 10 | 649.2 | 58.4 | 31.1 | 0.0 | 10.5 | 0.0 | 0.0 |
| 4054 | TN | Johnson City TS | MB | 5 | 406.6 | 49.5 | 21.8 | 0.1 | 28.6 | 0.0 | 0.0 |
| 6040 | TX | Abilene Transit System | MB | 12 | 832.6 | 49.1 | 27.8 | 0.8 | 22.4 | 0.0 | 0.0 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 1185.5 | 62.7 | 27.6 | 0.6 | 9.1 | 0.0 | 0.0 |
| 6041 | TX | Arlington Handitran | DR | 5 | 283.5 | 67.6 | 9.5 | 0.0 | 21.3 | 1.6 | 0.0 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 1438.3 | 58.4 | 22.0 | 3.2 | 16.5 | 0.0 | 0.0 |
| | | | DR | 2 | 58.5 | 82.8 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 1496.9 | 59.3 | 21.8 | 3.0 | 15.8 | 0.0 | 0.0 |
| 6014 | TX | City of Brownsville | MB | 17 | 1895.8 | 57.5 | 26.3 | 1.6 | 14.5 | 0.0 | 0.0 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 67.8 | 20.2 | 1.3 | 0.0 | 78.5 | 0.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 970.0 | 57.8 | 26.8 | 3.9 | 11.6 | 0.0 | 0.0 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 1840.9 | 58.0 | 21.6 | 3.0 | 17.5 | 0.0 | 0.0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 652.8 | 43.7 | 20.2 | 3.4 | 32.6 | 0.0 | 0.0 |
| | | | DR | 3 | 86.3 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 14 | 739.1 | 38.6 | 17.9 | 3.0 | 28.8 | 11.7 | 0.0 |
| 6037 | TX | San Angelo TD | MB | 6 | 475.6 | 70.3 | 19.1 | 1.8 | 8.8 | 0.0 | 0.0 |
| 6012 | TX | Waco Transit System | MB | 18 | 805.4 | 45.8 | 19.6 | 0.9 | 33.7 | 0.0 | 0.0 |
| | | | DR | 2 | 18.2 | 91.8 | 3.8 | 0.0 | 4.4 | 0.0 | 0.0 |
| | | | TOTAL | 20 | 823.6 | 46.8 | 19.3 | 0.9 | 33.1 | 0.0 | 0.0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 420.9 | 53.7 | 29.5 | 0.7 | 16.1 | 0.0 | 0.0 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 145.4 | 40.5 | 34.9 | 0.4 | 24.1 | 0.0 | 0.0 |
| 3036 | VA | Charlottesville Transit | MB | 8 | 897.7 | 57.2 | 20.8 | 3.2 | 18.8 | 0.0 | 0.0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 68.5 | 63.4 | 3.4 | 0.0 | 33.4 | 0.0 | 0.0 |
| | | | DR | 15 | 274.0 | 63.3 | 3.3 | 0.0 | 33.4 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 342.5 | 62.3 | 3.3 | 0.0 | 33.4 | 0.0 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 1907.3 | 61.2 | 22.6 | 0.8 | 15.4 | 0.0 | 0.0 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 650.6 | 62.8 | 16.0 | 0.0 | 21.2 | 0.0 | 0.0 |
| | | | DR | 2 | 33.9 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 9 | 684.5 | 59.7 | 15.2 | 0.0 | 20.2 | 4.9 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY FUNCTION | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLE OPER-ATIONS | VEHICLE MAINTE-NANCE | NON-VEHICLE MAINTE-NANCE | GENERAL ADMINIS-TRATION | PURCH TRANS < 50 REV. VEH.* | PURCH TRANS ≥ 50 REV. VEH.* |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 1066 | VT | Chittenden County TA | MB | 20 | 1575.4 | 69.3 | 19.8 | 3.1 | 7.8 | 0.0 | 0.0 |
| 0016 | WA | City of Longview | MB | 4 | 391.5 | 73.3 | 4.1 | 1.0 | 21.6 | 0.0 | 0.0 |
| | | | DR | 2 | 34.1 | 0.0 | 0.0 | 0.0 | 0.6 | 99.4 | 0.0 |
| | | | TOTAL | 6 | 425.7 | 67.4 | 3.7 | 0.9 | 20.0 | 8.0 | 0.0 |
| 0023 | WA | City of Seattle | SC | 2 | 457.0 | 48.8 | 33.8 | 11.6 | 5.7 | 0.0 | 0.0 |
| | | | AG | 2 | 779.0 | 22.7 | 60.3 | 9.3 | 7.7 | 0.0 | 0.0 |
| | | | TOTAL | 4 | 1236.0 | 32.3 | 50.5 | 10.2 | 7.0 | 0.0 | 0.0 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 385.7 | 75.7 | 6.5 | 0.2 | 17.6 | 0.0 | 0.0 |
| 0028 | WA | Tacoma-Pierce Cnty Ferry | FB | 1 | 735.6 | 6.9 | 22.4 | 0.9 | 3.1 | 66.6 | 0.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 75486.5 | 62.2 | 14.1 | 18.1 | 5.5 | 0.0 | 0.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 1409.9 | 56.0 | 16.4 | 19.4 | 8.2 | 0.0 | 0.0 |
| 5109 | WI | Beloit Transit System | MB | 12 | 655.7 | 64.7 | 19.8 | 0.7 | 14.9 | 0.0 | 0.0 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 1397.1 | 57.4 | 23.1 | 0.0 | 19.5 | 0.0 | 0.0 |
| 5002 | WI | Green Bay TS | MB | 24 | 2343.6 | 70.4 | 15.1 | 1.3 | 13.2 | 0.0 | 0.0 |
| 5108 | WI | Janesville Transit System | MB | 15 | 922.2 | 62.6 | 17.0 | 0.4 | 20.0 | 0.0 | 0.0 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 1259.4 | 71.2 | 10.5 | 0.6 | 17.8 | 0.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 1393.0 | 52.9 | 23.7 | 0.0 | 23.4 | 0.0 | 0.0 |
| 5094 | WI | Waukesha County Highway | MB | 24 | 951.5 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 749.5 | 54.8 | 17.4 | 1.5 | 26.3 | 0.0 | 0.0 |
| | | | DR | 2 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 13 | 775.6 | 53.0 | 16.9 | 1.4 | 25.4 | 3.4 | 0.0 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 798.9 | 58.1 | 16.4 | 0.9 | 24.7 | 0.0 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 1253.8 | 54.0 | 24.1 | 2.3 | 19.5 | 0.0 | 0.0 |
| | | | DR | 1 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | 18 | 1270.0 | 53.4 | 23.8 | 2.3 | 19.3 | 1.3 | 0.0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 390.3 | 50.0 | 31.0 | 0.0 | 19.0 | 0.0 | 0.0 |
| | | | DR | 1 | 33.1 | 62.9 | 12.2 | 0.0 | 24.8 | 0.0 | 0.0 |
| | | | TOTAL | 6 | 423.4 | 51.0 | 29.6 | 0.0 | 19.4 | 0.0 | 0.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 1514.0 | 70.1 | 13.0 | 0.4 | 16.5 | 0.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

## TABLE 3.08 as of 06/02/86

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | | 2088 | 414125.3 | 27.4 | 25.4 | 25.0 | 2.6 | 6.7 | 8.4 | 0.8 | 6.1 | 0.0 | -2.4 |
| 3030 | DC | Washington, D.C.-WMATA | MB | | 1435 | 214714.5 | 29.7 | 20.1 | 29.6 | 1.9 | 6.9 | 8.0 | 1.3 | 2.0 | 0.0 | 0.6 |
| | | | RR | | 264 | 132217.7 | 4.7 | 41.7 | 21.4 | 5.6 | 0.9 | 5.9 | 15.5 | 3.3 | 0.0 | 1.1 |
| | | | TOTAL | | 1699 | 346932.2 | 20.2 | 28.4 | 26.5 | 3.3 | 4.6 | 7.2 | 6.7 | 2.5 | 0.0 | 0.8 |
| 5066 | IL | Chicago-CTA | MB | | 1868 | 301473.9 | 39.0 | 17.3 | 26.5 | 2.5 | 7.4 | 7.5 | 0.0 | -0.2 | 0.0 | -0.1 |
| | | | RR | | 890 | 171659.4 | 13.2 | 38.4 | 24.2 | 1.3 | 0.0 | 8.6 | 13.4 | -0.0 | 0.0 | 0.9 |
| | | | DR | | 40 | 3415.6 | 33.4 | 26.0 | 27.8 | 1.0 | 5.2 | 5.5 | 0.0 | 0.0 | 0.0 | 1.2 |
| | | | | JE | - | 75303.7 | 0.0 | 51.6 | 24.0 | 17.4 | 0.3 | 3.6 | 8.0 | 15.7 | 0.0 | -20.6 |
| | | | TOTAL | | 2798 | 551852.6 | 25.6 | 28.6 | 25.4 | 4.2 | 4.1 | 7.3 | 5.3 | 2.1 | 0.0 | -2.6 |
| 1003 | MA | Boston-MBTA | MB | | 745 | 112074.9 | 25.6 | 24.1 | 30.2 | 2.7 | 6.2 | 5.7 | 4.0 | 3.1 | 0.7 | -2.3 |
| | | | RR | | 301 | 142153.1 | 9.4 | 39.2 | 29.7 | 4.8 | 0.1 | 4.8 | 13.9 | 1.2 | 0.0 | -3.3 |
| | | | SC | | 90 | 22335.1 | 10.1 | 30.8 | 24.4 | 2.7 | 0.1 | 6.9 | 10.7 | 16.6 | 0.0 | -2.4 |
| | | | TB | | 25 | 3775.5 | 20.4 | 31.1 | 31.2 | 2.1 | 0.1 | 9.2 | 8.5 | 0.8 | 0.0 | -3.5 |
| | | | FB | | 2 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | CR | | 0 | 50222.1 | 0.0 | 1.9 | 0.8 | 0.7 | 0.0 | -0.0 | 0.0 | 0.2 | 96.3 | 0.0 |
| | | | DR | | 24 | 1862.8 | 0.0 | 5.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.3 | 0.0 |
| | | | TOTAL | | 1187 | 332450.5 | 13.6 | 27.6 | 25.0 | 3.3 | 2.2 | 4.6 | 8.1 | 2.7 | 15.3 | -2.4 |
| 2080 | NJ | Newark-NJT Corp | MB | | 1580 | 205105.9 | 29.3 | 22.0 | 23.8 | 2.8 | 7.2 | 8.2 | 1.7 | 2.9 | 0.0 | 2.2 |
| | | | SC | | 16 | 2206.6 | 19.3 | 27.2 | 19.8 | 3.1 | 0.0 | 8.8 | 14.3 | 6.8 | 0.0 | 0.6 |
| | | | CR | | 633 | 167136.4 | 12.6 | 27.7 | 19.6 | 14.1 | 6.9 | 6.3 | 10.1 | 3.7 | 0.0 | -1.2 |
| | | | | JE | - | 23405.6 | 0.0 | 18.7 | 8.9 | 19.8 | 0.0 | 1.1 | 0.8 | -0.7 | 44.1 | 7.2 |
| | | | TOTAL | | 2229 | 397854.6 | 20.5 | 24.2 | 21.2 | 8.6 | 6.6 | 7.0 | 5.3 | 3.0 | 2.6 | 1.0 |
| 2008 | NY | New York CTA | MB | | 3252 | 747351.8 | 28.0 | 23.5 | 33.3 | 0.7 | 4.6 | 4.4 | 0.4 | 4.5 | 0.0 | 0.6 |
| | | | RR | | 4932 | 1527402.4 | 9.4 | 41.4 | 32.9 | 1.1 | 0.1 | 6.2 | 8.4 | 0.0 | 0.0 | 0.5 |
| | | | | JE | - | 236557.5 | 0.6 | 40.5 | 26.6 | 9.6 | 0.1 | 8.2 | 5.6 | 3.4 | 0.0 | 5.4 |
| | | | TOTAL | | 8184 | 2511311.7 | 14.1 | 36.0 | 32.4 | 1.8 | 1.4 | 5.9 | 5.7 | 1.7 | 0.0 | 1.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 2100 | NY | New York-LIRR | CR | | 1093 | 430898.0 | 43.1 | C2 | 28.1 | C2 | 1.8 | 9.4 | 7.2 | 3.9 | 0.0 | 6.4 |
| 3019 | PA | Philadelphia-SEPTA | MB | | 1076 | 103822.2 | 39.7 | 18.4 | 26.4 | 0.6 | 2.1 | 12.9 | 0.0 | 0.3 | 0.0 | -0.4 |
| | | | RR | | 286 | 48720.8 | 10.9 | 51.5 | 28.3 | 2.2 | 0.0 | 11.4 | 0.9 | 0.0 | 0.0 | -5.2 |
| | | | SC | | 186 | 27216.6 | 33.0 | 30.5 | 28.8 | 0.9 | 0.0 | 12.8 | 1.3 | 0.0 | 0.0 | -7.2 |
| | | | TB | | 69 | 4593.9 | 45.6 | 18.7 | 29.1 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | -0.4 |
| | | | CR | | 340 | 101910.8 | 11.5 | 20.3 | 14.1 | 22.4 | 0.2 | 10.0 | 12.3 | 2.8 | -0.2 | 6.7 |
| | | | DR | | 46 | 2970.0 | 0.0 | 3.4 | 1.5 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 94.8 | -0.0 |
| | | | | JE | | 124330.8 | 0.1 | 32.8 | 14.9 | 10.1 | 8.0 | 7.9 | 14.2 | 23.7 | 0.0 | -11.8 |
| | | | TOTAL | | 2003 | 413565.1 | 16.8 | 27.8 | 20.1 | 9.0 | 3.0 | 10.3 | 7.5 | 7.9 | 0.6 | -3.1 |
| 3022 | PA | Pittsburgh-PAT | MB | | 792 | 98373.0 | 36.0 | 19.7 | 25.5 | 0.2 | 9.3 | 10.3 | 1.2 | 1.8 | 0.3 | -4.2 |
| | | | SC | | 46 | 11206.7 | 16.2 | 46.7 | 28.1 | 0.8 | 1.0 | 5.0 | 11.0 | 0.5 | 0.0 | -9.2 |
| | | | CR | | 8 | 1880.2 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 99.4 | 0.0 |
| | | | IP | | 4 | 302.2 | 35.8 | 22.8 | 22.6 | 1.1 | 0.0 | 11.4 | 7.4 | 0.1 | 0.0 | -1.2 |
| | | | DR | | 151 | 2966.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | | 22486.0 | 0.0 | 47.6 | 17.8 | 11.3 | 0.7 | 6.0 | 3.5 | 16.8 | 0.0 | -3.7 |
| | | | TOTAL | | 1001 | 137214.5 | 27.2 | 25.8 | 23.5 | 2.1 | 6.8 | 8.8 | 2.3 | 4.0 | 3.7 | -4.4 |
| 0001 | WA | Seattle Metro | MB | | 869 | 71292.7 | 42.0 | 13.9 | 22.2 | 0.8 | 8.7 | 10.3 | 0.9 | -0.2 | 0.9 | 0.4 |
| | | | TB | | 88 | 11957.0 | 51.5 | 15.2 | 22.0 | 1.3 | 0.2 | 9.0 | 0.3 | -0.1 | 0.0 | 0.5 |
| | | | VP | | 106 | 1558.7 | 0.0 | 34.3 | 13.8 | 25.1 | 12.8 | 5.0 | 1.7 | 1.4 | 0.0 | 6.0 |
| | | | DR | | 50 | 423.9 | 0.0 | 3.2 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.5 | 0.0 |
| | | | | JE | - | 30179.1 | 0.8 | 48.4 | 20.3 | 12.0 | 0.7 | 4.3 | 2.6 | 6.5 | 0.0 | 4.4 |
| | | | TOTAL | | 1113 | 115411.4 | 31.5 | 23.3 | 21.5 | 4.1 | 5.8 | 8.5 | 1.3 | 1.6 | 0.9 | 1.5 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

**TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | | 720 | 95841.1 | 35.0 | 18.3 | 25.3 | 3.8 | 6.5 | 3.6 | 3.5 | 2.2 | 0.0 | 1.9 |
| 9015 | CA | San Francisco-MUNI | MB | | 390 | 59435.6 | 45.5 | 15.8 | 22.8 | 1.3 | 7.6 | 5.9 | 0.3 | 0.0 | 0.0 | 0.7 |
| | | | SC | | 92 | 28143.6 | 29.2 | 36.4 | 22.5 | 0.1 | 0.0 | 8.2 | 2.4 | 0.0 | 0.0 | 1.4 |
| | | | TB | | 278 | 33239.2 | 53.2 | 15.9 | 24.1 | 0.0 | 0.0 | 4.6 | 2.0 | 0.0 | 0.0 | 0.2 |
| | | | CC | | 26 | 1976.1 | 21.4 | 42.0 | 20.5 | 0.9 | 0.0 | 14.5 | 0.0 | 0.0 | 0.0 | 0.6 |
| | | | DR | | 70 | 2127.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | Q | 0.0 |
| | | | | JE | - | 46054.2 | -1.1 | 28.7 | 20.6 | 29.7 | 0.9 | -0.0 | 1.7 | 12.7 | 0.0 | 6.8 |
| | | | TOTAL | | 856 | 170976.1 | 30.9 | 22.8 | 22.1 | 8.5 | 2.9 | 4.5 | 1.3 | 3.4 | 1.2 | 2.4 |
| 8006 | CO | Denver-RTD | MB | | 613 | 86618.6 | 29.8 | 24.9 | 21.5 | 4.1 | 6.8 | 8.8 | 2.2 | 0.7 | 0.0 | 1.1 |
| | | | JT | | 1 | 16.7 | 0.0 | 6.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 92.3 | 0.0 |
| | | | TOTAL | | 614 | 86635.3 | 29.7 | 24.9 | 21.5 | 4.1 | 6.8 | 8.8 | 2.2 | 0.7 | 0.0 | 1.1 |
| 4034 | FL | Miami-Dade Cnty TA | MB | | 428 | 84344.5 | 27.9 | 21.0 | 23.5 | 3.9 | 8.2 | 8.7 | 1.3 | 3.5 | 0.0 | 2.1 |
| | | | RR | | 40 | 11920.0 | 2.4 | 45.7 | 23.0 | 11.6 | 0.0 | 1.4 | 9.3 | 2.6 | 0.0 | 4.0 |
| | | | DR | | 102 | 2298.9 | 0.0 | 8.3 | 1.7 | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 81.0 | 8.5 |
| | | | TOTAL | | 570 | 98563.4 | 24.1 | 23.7 | 22.9 | 4.8 | 7.0 | 7.7 | 2.2 | 3.3 | 1.9 | 2.5 |
| 4022 | GA | Atlanta-MARTA | MB | | 664 | 70008.4 | 36.5 | 17.2 | 21.2 | 1.4 | 11.5 | 9.6 | 1.1 | 0.6 | 0.0 | 0.9 |
| | | | RR | | 78 | 21456.5 | 7.1 | 37.7 | 16.5 | 7.7 | 0.5 | 6.6 | 21.0 | 2.9 | 0.0 | -0.0 |
| | | | | JE | - | 9997.5 | 3.7 | 83.9 | 33.0 | 15.8 | 0.2 | 5.7 | 5.2 | 15.4 | 0.0 | -63.1 |
| | | | TOTAL | | 742 | 101462.5 | 27.0 | 28.1 | 21.4 | 4.2 | 8.1 | 8.6 | 5.7 | 2.6 | 0.0 | -5.6 |
| 3034 | MD | Baltimore-MTA | MB | | 712 | 76525.2 | 38.7 | 16.4 | 27.1 | 0.0 | 8.7 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | | 42 | 6406.3 | 10.4 | 42.1 | 25.8 | 1.5 | 0.1 | 3.9 | 14.4 | 1.8 | 0.0 | 0.0 |
| | | | DR | | 13 | 1001.6 | 37.4 | 23.9 | 30.0 | 0.0 | 4.9 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 23014.8 | 0.0 | 38.9 | 19.1 | 11.4 | 0.7 | 3.4 | 6.1 | 19.4 | 0.0 | 1.1 |
| | | | TOTAL | | 767 | 106948.0 | 28.7 | 22.8 | 25.3 | 2.5 | 6.4 | 7.6 | 2.2 | 4.3 | 0.0 | 0.2 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT.SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5119 | MI | City of Detroit DeptOTr | MB | | 609 | 108391.5 | 22.3 | 14.5 | 34.6 | 12.1 | 5.9 | 6.2 | 3.2 | 1.1 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | MB | | 844 | 91622.1 | 33.6 | 20.9 | 24.7 | 2.7 | 7.1 | 7.0 | 2.3 | 2.4 | 0.1 | -0.7 |
| | | | VP | | 63 | 453.1 | 0.0 | 22.8 | 10.4 | 9.6 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 56.2 |
| | | | DR | | 56 | 4839.4 | 21.8 | 19.2 | 18.7 | 0.4 | 4.7 | 2.9 | 0.8 | 1.9 | 4.4 | 25.2 |
| | | | TOTAL | | 963 | 96914.6 | 32.9 | 20.8 | 24.3 | 2.6 | 6.9 | 6.7 | 2.2 | 2.4 | 0.3 | 0.8 |
| 7006 | MO | St Louis-Bi-State | MB | | 625 | 81911.0 | 29.1 | 20.8 | 23.9 | 4.6 | 7.1 | 6.7 | 2.6 | 2.5 | 0.0 | 2.6 |
| 2078 | NY | New York-MTNR | CR | | 782 | 369025.0 | 38.5 | C2 | 17.3 | C2 | 1.3 | 10.6 | 7.7 | 8.1 | 0.7 | 15.9 |
| 5015 | OH | Cleveland RTA | MB | | 626 | 85589.8 | 25.1 | 23.1 | 21.5 | 3.0 | 6.4 | 10.2 | 0.5 | 3.6 | 6.4 | 0.2 |
| | | | RR | | 46 | 14846.7 | 16.6 | 32.0 | 19.8 | 5.8 | 0.0 | 11.1 | 12.8 | 2.2 | 0.0 | -0.3 |
| | | | SC | | 28 | 7300.7 | 17.3 | 31.7 | 19.6 | 5.8 | 0.0 | 11.0 | 12.7 | 2.1 | 0.0 | -0.3 |
| | | | DR | | 69 | 4643.3 | 18.4 | 28.3 | 12.6 | 2.1 | 7.6 | 14.6 | 3.8 | 2.7 | 10.4 | -0.4 |
| | | | TOTAL | | 769 | 112380.4 | 23.2 | 25.1 | 20.8 | 3.5 | 5.2 | 10.6 | 3.0 | 3.3 | 5.3 | 0.1 |
| 0008 | OR | Portland-Tri-County MTD | MB | | 494 | 78671.0 | 32.1 | 19.5 | 25.6 | 4.6 | 6.5 | 8.7 | 1.3 | 2.5 | 0.0 | -0.8 |
| | | | DR | | 94 | 1948.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 588 | 80619.0 | 31.3 | 19.0 | 25.0 | 4.5 | 6.3 | 8.5 | 1.2 | 2.4 | 2.4 | -0.8 |
| 6004 | TX | Dallas TS | MB | | 452 | 48529.2 | 29.8 | 19.7 | 26.0 | 1.7 | 9.1 | 9.2 | 1.0 | 2.4 | 0.0 | 1.0 |
| | | | DR | | 175 | 1908.6 | 0.0 | 1.5 | 0.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 95.3 | 0.0 |
| | | | TOTAL | | 627 | 50437.8 | 28.7 | 19.1 | 25.0 | 1.7 | 8.7 | 8.8 | 1.0 | 2.3 | 3.6 | 1.0 |
| 6008 | TX | Houston-MTA | MB | | 671 | 110162.0 | 23.7 | 25.2 | 17.8 | 6.5 | 7.3 | 8.8 | 1.8 | 1.5 | 6.5 | 1.1 |
| | | | DR | | 66 | 4490.4 | 0.0 | 4.8 | 0.8 | 1.1 | 0.0 | 0.2 | 0.0 | 0.0 | 93.2 | 0.0 |
| | | | TOTAL | | 737 | 114652.4 | 22.8 | 24.4 | 17.1 | 6.3 | 7.0 | 8.4 | 1.7 | 1.5 | 9.9 | 1.0 |
| 5008 | WI | Milwaukee County TS | MB | | 522 | 62867.7 | 33.0 | 18.2 | 26.3 | 2.8 | 7.4 | 9.1 | 1.9 | 1.2 | 0.0 | 0.1 |

*Includes expenses for contracts with public agencies and/or private carriers.

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Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | | 327 | 63870.9 | 27.9 | 20.0 | 21.2 | 3.2 | 6.3 | 7.1 | 1.4 | 0.8 | 10.5 | 1.5 |
| | | | DR | | 86 | 4604.6 | 0.0 | 10.9 | 4.9 | 1.4 | 0.0 | 0.1 | 0.0 | 0.0 | 82.7 | 0.0 |
| | | | TOTAL | | 413 | 68475.5 | 26.1 | 19.4 | 20.1 | 3.1 | 5.9 | 6.6 | 1.3 | 0.7 | 15.4 | 1.4 |
| 9016 | CA | San Fran-Golden Gate TD | MB | | 243 | 28715.5 | 29.1 | 17.8 | 31.8 | 2.9 | 5.4 | 5.5 | 0.7 | 3.2 | 3.7 | -0.2 |
| | | | FB | | 3 | 5864.0 | 19.8 | 21.5 | 22.7 | 11.2 | 13.8 | 5.8 | 2.2 | -3.6 | 0.0 | 6.7 |
| | | | VP | | 16 | 475.2 | 0.0 | 41.1 | 23.2 | 17.1 | 7.8 | 3.7 | 2.9 | 2.9 | 0.0 | 1.3 |
| | | | TOTAL | | 262 | 35054.8 | 27.2 | 18.7 | 30.2 | 4.5 | 6.8 | 5.5 | 1.0 | 2.1 | 3.0 | 1.0 |
| 9003 | CA | San Francisco-BART | MB | | 0 | 7456.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | RR | | 327 | 126589.7 | 4.8 | 44.1 | 30.9 | 4.4 | 0.4 | 4.6 | 12.0 | 2.6 | 0.0 | -3.7 |
| | | | TOTAL | | 327 | 134046.5 | 4.5 | 41.6 | 29.1 | 4.2 | 0.4 | 4.3 | 11.4 | 2.4 | 5.6 | -3.5 |
| 9009 | CA | San Mateo County District | MB | | 251 | 25731.3 | 20.9 | 15.6 | 13.8 | 29.9 | 5.9 | 9.2 | 1.2 | 2.2 | 0.0 | 1.2 |
| | | | CR | | 0 | 3749.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 12 | 801.0 | 0.0 | 10.0 | 3.5 | 76.4 | 4.0 | 5.2 | 0.3 | 0.0 | 0.0 | 0.5 |
| | | | TOTAL | | 263 | 30281.3 | 17.8 | 13.5 | 11.8 | 27.5 | 5.1 | 8.0 | 1.1 | 1.9 | 12.4 | 1.0 |
| 9013 | CA | Santa Clara County TD | MB | | 445 | 87141.1 | 24.2 | 21.0 | 24.7 | 13.1 | 6.0 | 7.9 | 0.5 | 1.8 | 0.0 | 0.7 |
| | | | CR | | 0 | 3812.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 445 | 90953.5 | 23.2 | 20.1 | 23.7 | 12.5 | 5.8 | 7.6 | 0.5 | 1.7 | 4.2 | 0.7 |
| 9002 | HI | Honolulu DOT Service | MB | | 372 | 50763.8 | 28.4 | 19.2 | 23.6 | 1.0 | 9.6 | 8.5 | 0.6 | 4.1 | 0.0 | 4.9 |
| | | | DR | | 44 | 2538.6 | 0.0 | 2.5 | 1.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 96.1 | 0.0 |
| | | | TOTAL | | 416 | 53302.4 | 27.1 | 18.4 | 22.6 | 1.0 | 9.2 | 8.1 | 0.5 | 3.9 | 4.6 | 4.6 |
| 5121 P | IL | Chicago & NW TrCo | CR | | 346 | 68107.4 | 19.3 | 27.8 | 21.1 | 0.0 | 10.5 | 3.7 | 0.0 | 2.5 | 0.0 | 15.2 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | | 296 | 94683.6 | 9.9 | 19.5 | 16.5 | 4.2 | 5.0 | 2.8 | 2.8 | 2.3 | 33.7 | 3.3 |
| 5113 | IL | Chicago-Suburban Bus Div | MB | | 92 | 4231.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 275 | 1748.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 12818.9 | 0.0 | 9.5 | 4.0 | 1.6 | 30.8 | 10.4 | 1.2 | 8.8 | 0.0 | 33.8 |
| | | | TOTAL | | 367 | 18798.2 | 0.0 | 6.5 | 2.8 | 1.1 | 21.0 | 7.1 | 0.8 | 6.0 | 31.8 | 23.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6032 | LA | New Orleans Public Svc | MB | | 373 | 35465.3 | 35.1 | 22.3 | 22.5 | 0.0 | 11.2 | 8.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | | 22 | 2636.4 | 33.7 | 33.5 | 26.2 | 0.0 | 0.2 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 5 | 424.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 14487.1 | 0.4 | 28.8 | 11.4 | 21.5 | 0.0 | 14.5 | 8.6 | 8.7 | 0.0 | 6.1 |
| | | | TOTAL | | 400 | 53012.8 | 25.3 | 24.4 | 19.5 | 5.9 | 7.5 | 10.2 | 2.4 | 2.4 | 0.8 | 1.7 |
| 1071 | MA | Boston-B & M/MBTA | CR | | 255 | 51002.6 | 50.9 | C2 | 19.4 | C2 | 11.6 | 12.2 | 0.0 | 1.1 | 0.0 | 4.8 |
| 5031 | MI | Detroit - SEMTA | MB | | 240 | 79106.3 | 9.9 | 5.7 | 9.3 | 1.0 | 3.1 | 3.8 | 0.8 | 1.8 | 64.3 | 0.2 |
| | | | CR | | 14 | 799.3 | 0.0 | 1.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 97.1 | 0.1 |
| | | | DR | | 197 | 9335.0 | 16.9 | 14.4 | 17.8 | 2.0 | 5.0 | 5.8 | 3.0 | 3.2 | 31.8 | 0.3 |
| | | | | JE | - | 6248.5 | 0.0 | 55.5 | 35.9 | 27.6 | 0.4 | 5.7 | 4.9 | 2.0 | 0.0 | -31.9 |
| | | | TOTAL | | 451 | 95489.1 | 9.9 | 9.7 | 11.8 | 2.8 | 3.1 | 4.1 | 1.3 | 1.9 | 57.2 | -1.9 |
| 2002 | NY | Albany-Capital Dist TA | MB | | 252 | 15546.9 | 40.7 | 24.1 | 15.3 | 1.7 | 9.7 | 4.5 | 2.1 | 1.0 | 0.0 | 1.0 |
| | | | DR | | 6 | 123.7 | 32.3 | 34.3 | 19.0 | 0.0 | 8.2 | 4.7 | 0.0 | 1.6 | 0.0 | 0.0 |
| | | | TOTAL | | 258 | 15670.5 | 40.6 | 24.2 | 15.3 | 1.7 | 9.7 | 4.5 | 2.1 | 1.0 | 0.0 | 1.0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | | 382 | 35577.7 | 33.7 | 23.1 | 23.2 | 1.1 | 8.5 | 6.2 | 2.5 | 1.2 | 0.0 | 0.7 |
| 2007 | NY | East Meadow-MSBA | MB | | 261 | 39172.0 | 28.5 | 21.5 | 29.2 | 2.9 | 8.3 | 6.2 | 1.2 | 2.1 | 0.0 | 0.1 |
| 2098 | NY | New York-PATH | RR | | 260 | 76026.0 | 9.6 | 39.6 | 20.3 | 3.5 | 0.0 | 5.7 | 7.2 | 2.3 | 0.0 | 11.8 |
| 5012 | OH | Cincinnati-SORTA | MB | | 320 | 37177.3 | 29.6 | 21.4 | 25.2 | 2.0 | 7.6 | 9.7 | 1.5 | 1.0 | 0.0 | 2.1 |
| | | | DR | | 10 | 873.2 | 0.0 | 13.3 | 6.6 | 1.0 | 0.0 | 0.7 | 0.9 | 0.0 | 77.3 | 0.1 |
| | | | | JE | - | 2215.2 | 0.0 | 36.7 | 15.8 | 30.8 | 0.3 | 4.2 | 8.0 | 0.2 | 0.0 | 4.0 |
| | | | TOTAL | | 330 | 40265.7 | 27.3 | 22.1 | 24.3 | 3.6 | 7.0 | 9.2 | 1.8 | 0.9 | 1.7 | 2.1 |
| 5016 | OH | Columbus-Central Ohio TA | MB | | 277 | 28605.6 | 36.9 | 18.6 | 24.8 | 3.4 | 8.1 | 4.3 | 0.0 | 1.7 | 0.0 | 2.3 |
| | | | DR | | 12 | 537.3 | 0.0 | 5.1 | 2.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 92.4 | 0.1 |
| | | | | JE | - | 653.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 289 | 29796.7 | 35.5 | 17.9 | 23.8 | 3.3 | 7.8 | 4.1 | 2.2 | 1.6 | 1.7 | 2.2 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

### TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS: LABOR SALARIES AND WAGES: OPER | LABOR SALARIES AND WAGES: OTHER | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES: FUEL AND LUBE | MATERIALS AND SUPPLIES: TIRES AND OTHER | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 2001 | PR | San Juan-Metro Bus Auth | MB | | 367 | 33863.4 | 25.2 | 23.9 | 18.8 | 3.2 | 9.4 | 8.1 | 2.4 | 3.3 | 0.0 | 5.8 |
| | | | FB | | 7 | 2846.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 374 | 36710.2 | 23.2 | 22.0 | 17.3 | 2.9 | 8.7 | 7.5 | 2.2 | 3.1 | 7.8 | 5.3 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | | 380 | 28770.6 | 37.2 | 15.9 | 17.6 | 1.5 | 14.0 | 9.5 | 0.0 | 1.6 | 0.0 | 2.7 |
| | | | DR | | 53 | 734.9 | 28.2 | 20.7 | 16.9 | 0.6 | 11.3 | 6.4 | 0.0 | 0.0 | 15.2 | 0.6 |
| | | | | JE | - | 3644.4 | 0.0 | 47.5 | 16.5 | 16.1 | 0.0 | 3.6 | 11.3 | 0.2 | 0.0 | 4.8 |
| | | | TOTAL | | 433 | 33149.9 | 32.9 | 19.5 | 17.5 | 3.1 | 12.4 | 8.8 | 1.2 | 1.4 | 0.3 | 2.9 |
| 8001 | UT | Salt Lake City-Utah TA | MB | | 263 | 23906.6 | 27.8 | 25.3 | 19.7 | 3.6 | 10.0 | 9.1 | 1.8 | 1.0 | 0.0 | 1.6 |
| | | | DR | | 33 | 225.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 296 | 24132.3 | 27.6 | 25.1 | 19.6 | 3.5 | 9.9 | 9.0 | 1.8 | 1.0 | 0.9 | 1.6 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | | 145 | 14665.5 | 30.6 | 18.0 | 19.6 | 5.1 | 10.9 | 10.2 | 1.4 | 2.3 | Q | 1.8 |
| | | | FB | | 2 | 29.3 | 0.0 | 12.6 | 3.5 | 13.1 | 0.0 | 17.7 | 0.0 | 0.0 | Q | 53.2 |
| | | | VP | | 95 | 260.3 | 0.0 | 32.2 | 14.3 | 15.9 | 4.0 | 17.3 | 0.0 | 8.4 | 0.0 | 7.9 |
| | | | DR | | 70 | 1175.5 | 32.6 | 20.8 | 15.1 | 3.3 | 15.5 | 6.0 | 1.3 | 4.6 | Q | 0.8 |
| | | | TOTAL | | 312 | 16130.6 | 30.2 | 18.5 | 19.2 | 5.2 | 11.1 | 10.0 | 1.4 | 2.5 | 0.0 | 1.9 |
| 5112 | WI | Milwaukee Cty Paratransit | DR | | 262 | 3554.3 | 0.0 | 1.8 | 1.2 | 2.3 | 0.0 | 0.2 | 0.0 | 0.0 | 93.2 | 1.3 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | | 91 | 8179.6 | 31.0 | 17.3 | 18.2 | 6.8 | 11.1 | 7.5 | 1.3 | 2.6 | 0.0 | 4.2 |
| | | | DR | | 9 | 259.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 100 | 8438.9 | 30.1 | 16.7 | 17.6 | 6.6 | 10.8 | 7.3 | 1.3 | 2.5 | 3.1 | 4.1 |
| 9032 | AZ | City of Phoenix TS | MB | | 7 | 2486.6 | 0.0 | 7.2 | 1.8 | 15.0 | 0.0 | 0.1 | 0.3 | 39.1 | 11.2 | 25.3 |
| | | | DR | | 125 | 882.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 132 | 3368.8 | 0.0 | 5.3 | 1.3 | 11.1 | 0.0 | 0.1 | 0.2 | 28.9 | 34.5 | 18.6 |

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 Introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| | | **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 9033 | AZ | City of Tuscon MTS | MB | | 120 | 11268.1 | 30.5 | 16.7 | 19.7 | 5.1 | 11.2 | 12.2 | 1.1 | 1.1 | 0.0 | 2.4 |
| | | | DR | | 49 | 1398.5 | 20.0 | 5.7 | 6.1 | 6.4 | 2.7 | 0.1 | 0.4 | 0.5 | 58.0 | 0.0 |
| | | | TOTAL | | 169 | 12666.6 | 29.4 | 15.5 | 18.2 | 5.2 | 10.3 | 10.8 | 1.0 | 1.0 | 6.4 | 2.1 |
| 9124 P | AZ | Phoenix Transit System | MB | | 238 | 21666.0 | 32.6 | 21.2 | 16.9 | 4.1 | 9.8 | 12.7 | 1.4 | -0.4 | 0.0 | 1.7 |
| 9023 | CA | Long Beach PTC | MB | | 130 | 18253.4 | 36.4 | 16.1 | 20.0 | 4.5 | 9.1 | 9.0 | 0.7 | 2.7 | 0.0 | 1.6 |
| | | | DR | | 16 | 815.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 146 | 19068.8 | 34.9 | 15.4 | 19.1 | 4.3 | 8.7 | 8.6 | 0.7 | 2.6 | 4.3 | 1.5 |
| 9019 | CA | Sacramento RTD | MB | | 189 | 24807.7 | 30.1 | 21.8 | 27.7 | 3.8 | 6.7 | 5.2 | 0.9 | 2.5 | 0.0 | 1.4 |
| 9029 | CA | San Bernardino-Omnitrans | MB | | 65 | 9545.5 | 19.9 | 15.3 | 19.0 | 6.6 | 8.4 | 8.5 | 1.0 | 1.7 | 17.0 | 2.5 |
| | | | DR | | 65 | 2161.4 | 0.0 | 2.3 | 1.0 | 2.8 | 0.0 | 0.0 | 0.3 | 3.1 | 90.4 | 0.2 |
| | | | TOTAL | | 130 | 11706.9 | 16.2 | 12.9 | 15.7 | 5.9 | 6.9 | 6.9 | 0.9 | 2.0 | 30.6 | 2.1 |
| 9026 | CA | San Diego TS | MB | | 201 | 33082.5 | 35.3 | 20.0 | 25.2 | 2.5 | 6.7 | 7.4 | 0.9 | 0.7 | 0.0 | 1.2 |
| | | | DR | | 8 | 87.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 209 | 33169.7 | 35.2 | 20.0 | 25.2 | 2.5 | 6.7 | 7.4 | 0.9 | 0.7 | 0.3 | 1.2 |
| 9082 P | CA | San Francisco-MTC-Rides | VP | | 134 | 684.3 | 0.0 | 15.3 | 2.3 | 0.0 | 44.8 | 0.0 | 0.0 | 0.0 | 27.0 | 10.7 |
| 1048 P | CT | Hartford-Conn Transit | MB | | 207 | 19868.3 | 35.5 | 14.9 | 20.7 | 3.2 | 8.9 | 12.1 | 0.7 | 2.7 | 0.0 | 1.3 |
| 1055 P | CT | New Haven-Conn Transit | MB | | 101 | 11881.7 | 33.9 | 16.2 | 20.3 | 3.3 | 9.1 | 11.1 | 1.1 | 3.5 | 0.0 | 1.6 |
| 3031 | DE | Wilmington-DART | MB | | 100 | 7555.2 | 34.3 | 16.1 | 26.6 | 4.3 | 8.2 | 6.1 | 0.9 | 2.5 | 0.0 | 0.8 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | | 198 | 18919.6 | 30.6 | 17.6 | 22.9 | 2.2 | 12.0 | 8.4 | 0.8 | 2.6 | 0.0 | 2.8 |
| 4041 | FL | Hillborough Area RTA | MB | | 131 | 10503.4 | 31.8 | 15.0 | 19.7 | 2.7 | 14.5 | 10.0 | 1.0 | 1.9 | 0.0 | 3.5 |
| 4040 | FL | Jacksonville TA | MB | | 176 | 13594.9 | 32.9 | 17.5 | 18.8 | 6.5 | 10.8 | 8.0 | 1.3 | 2.1 | 0.0 | 2.2 |
| | | | DR | | 7 | 299.9 | 42.9 | 18.2 | 20.0 | 0.0 | 8.3 | 8.3 | 0.0 | 2.2 | 0.0 | 0.1 |
| | | | TOTAL | | 183 | 13894.8 | 33.1 | 17.5 | 18.8 | 6.3 | 10.7 | 8.1 | 1.3 | 2.1 | 0.0 | 2.1 |
| 5122 P | IL | Chicago-Burlington North | CR | | 171 | 32135.1 | 22.6 | 25.2 | 15.7 | 0.0 | 9.0 | 8.0 | 0.0 | 2.3 | 0.0 | 17.2 |

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TABLE 3.08 as of 06/02/86 – continued

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**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5120 P | IL | Chicago-Illinois Central | CR | | 159 | 45846.7 | 14.5 | 38.1 | 16.0 | 0.0 | 0.3 | 8.0 | 9.6 | 3.7 | 0.0 | 9.7 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | | 103 | 9256.0 | 42.5 | 18.7 | 22.6 | 4.4 | 0.5 | 10.2 | 0.8 | 0.1 | 0.0 | 0.2 |
| 5050 | IN | Indianapolis PTC | MB | | 201 | 14021.8 | 38.4 | 19.5 | 21.9 | 0.0 | 11.5 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 6 | 419.8 | 41.3 | 20.3 | 23.5 | 0.0 | 10.5 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 3898.0 | 0.0 | 34.6 | 13.1 | 21.2 | 0.2 | 6.4 | 9.7 | 12.2 | 0.0 | 2.6 |
| | | | TOTAL | | 207 | 18339.6 | 30.3 | 22.7 | 20.1 | 4.5 | 9.1 | 8.2 | 2.1 | 2.6 | 0.0 | 0.5 |
| 4018 | KY | Louisville-TA River City | MB | | 230 | 14569.0 | 50.7 | 5.6 | 25.0 | 0.0 | 15.5 | 2.9 | 0.0 | 0.0 | 0.0 | 0.4 |
| | | | DR | | 9 | 476.2 | 53.1 | 2.9 | 23.7 | 0.0 | 18.1 | 1.9 | 0.0 | 0.0 | 0.0 | 0.4 |
| | | | | JE | - | 8461.2 | 0.0 | 42.0 | 18.6 | 12.3 | 0.3 | 13.4 | 5.5 | 3.6 | 0.0 | 4.2 |
| | | | TOTAL | | 239 | 23506.3 | 32.5 | 18.7 | 22.7 | 4.4 | 10.1 | 6.7 | 2.0 | 1.3 | 0.0 | 1.8 |
| 1073 P | MA | Boston-Caravan | VP | | 187 | 302.5 | 0.0 | 64.3 | 8.3 | 10.9 | 0.0 | 7.6 | 3.7 | 0.0 | 0.0 | 5.1 |
| 1008 | MA | Pioneer Valley TA | MB | | 66 | 3697.7 | 0.0 | 1.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 1.3 | 97.0 | 0.0 |
| | | | DR | | 40 | 696.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 | 90.5 | 0.0 |
| | | | | JE | - | 272.6 | 0.0 | 38.8 | 3.7 | 44.2 | 0.0 | 2.0 | 2.9 | 4.2 | 0.0 | 4.1 |
| | | | TOTAL | | 106 | 4667.2 | 0.0 | 3.2 | 0.2 | 2.9 | 0.0 | 0.1 | 0.2 | 2.7 | 90.4 | 0.2 |
| 3051 | MD | Rockville-Ride-On | MB | | 122 | 9587.6 | 35.1 | 12.2 | 13.5 | 30.7 | 0.0 | 4.3 | 0.0 | 4.2 | 0.0 | 0.0 |
| | | | DR | | 14 | 898.4 | 43.4 | 9.9 | 14.2 | 29.3 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 136 | 10486.0 | 35.8 | 12.1 | 13.5 | 30.6 | 0.0 | 4.2 | 0.0 | 3.8 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | MB | | 63 | 5979.5 | 31.4 | 17.9 | 16.5 | 5.1 | 9.8 | 9.1 | 2.5 | 2.9 | 0.0 | 4.9 |
| | | | DR | | 59 | 509.2 | 0.0 | 5.9 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.7 | 0.3 |
| | | | TOTAL | | 122 | 6488.6 | 29.0 | 16.9 | 15.4 | 4.7 | 9.0 | 8.4 | 2.3 | 2.7 | 7.2 | 4.5 |
| 7005 | MO | Kansas City Area TA | MB | | 221 | 28295.7 | 31.3 | 21.3 | 22.6 | 4.0 | 8.0 | 8.5 | 1.7 | 1.9 | 0.0 | 0.7 |
| | | | DR | | 14 | 88.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 235 | 28384.4 | 31.2 | 21.2 | 22.6 | 4.0 | 7.9 | 8.5 | 1.7 | 1.9 | 0.3 | 0.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4008 | NC | Charlotte TS | MB | | 100 | 8167.3 | 36.0 | 16.3 | 16.5 | 7.8 | 11.3 | 6.6 | 1.0 | 1.5 | 0.0 | 3.0 |
| 7001 | NE | Lincoln Transp. System | MB | | 58 | 3136.4 | 35.6 | 15.8 | 18.8 | 0.0 | 12.6 | 12.9 | 0.0 | 4.2 | 0.0 | 0.0 |
| | | | DR | | 60 | 335.8 | 36.8 | 7.9 | 15.4 | 5.4 | 10.1 | 3.4 | 0.0 | 3.5 | 17.4 | 0.0 |
| | | | | JE | - | 508.7 | 0.0 | 25.7 | 0.0 | 20.8 | 0.0 | 18.8 | 14.0 | -1.2 | 0.0 | 21.8 |
| | | | TOTAL | | 118 | 3980.9 | 31.2 | 16.4 | 16.1 | 3.1 | 10.8 | 12.9 | 1.8 | 3.4 | 1.5 | 2.8 |
| 7002 | NE | TA of Omaha | MB | | 154 | 9821.9 | 42.6 | 11.5 | 22.1 | 1.1 | 14.0 | 9.8 | 0.0 | -0.7 | 0.0 | -0.4 |
| | | | DR | | 20 | 501.0 | 40.4 | 14.2 | 22.4 | 0.2 | 7.6 | 1.9 | 0.1 | 2.1 | 12.3 | -1.2 |
| | | | | JE | - | 3140.1 | 0.1 | 39.5 | 16.4 | 11.0 | 0.0 | 6.3 | 12.7 | 13.8 | 0.0 | 0.1 |
| | | | TOTAL | | 174 | 13463.0 | 32.6 | 18.1 | 20.8 | 3.4 | 10.5 | 8.7 | 3.0 | 2.8 | 0.5 | -0.3 |
| 2072 | NY | Hauppage-Suffolk Transit | MB | | 100 | 9540.6 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.8 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | | 188 | 20866.9 | 34.4 | 19.1 | 25.0 | 0.1 | 6.5 | 5.4 | 1.2 | 3.4 | 0.0 | 4.8 |
| 2040 | NY | New York Bus Tours, Inc. | MB | | 184 | 11323.3 | 31.6 | 20.3 | 10.6 | 2.7 | 9.2 | 12.8 | 1.8 | 2.7 | 0.0 | 8.3 |
| 2038 | NY | New York-Green Bus Lines | MB | | 156 | 29348.5 | 29.1 | 20.2 | 26.8 | 0.1 | 6.8 | 6.9 | 1.2 | 4.8 | 0.0 | 4.2 |
| 2043 | NY | Queens Transit Corp | MB | | 185 | 28218.3 | 26.8 | 21.0 | 21.7 | 3.4 | 5.8 | 13.2 | 0.9 | 4.0 | 0.0 | 3.2 |
| 2113 | NY | Rochester-RTS | MB | | 195 | 20624.1 | 32.4 | 18.8 | 20.3 | 2.7 | 9.8 | 10.6 | 2.3 | 1.6 | 0.0 | 1.5 |
| | | | DR | | 16 | 818.8 | 0.0 | 2.2 | 0.7 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 95.6 | 1.1 |
| | | | TOTAL | | 211 | 21442.8 | 31.2 | 18.1 | 19.5 | 2.6 | 9.4 | 10.2 | 2.2 | 1.6 | 3.7 | 1.5 |
| 2045 | NY | Steinway Transit Corp. | MB | | 108 | 15079.2 | 28.8 | 24.6 | 21.0 | 3.3 | 6.7 | 7.4 | 1.0 | 5.0 | 0.0 | 2.4 |
| 2018 | NY | Syracuse-CNY Centro | MB | | 169 | 7030.8 | 57.9 | 17.6 | 0.0 | 1.9 | 16.2 | 15.9 | 0.0 | 0.8 | 0.0 | -10.3 |
| | | | DR | | 15 | 591.8 | 32.8 | 26.3 | 0.0 | 19.9 | 12.0 | 9.6 | 0.0 | 0.9 | 0.0 | -1.5 |
| | | | | JE | - | 5436.7 | 0.0 | 18.3 | 53.2 | 12.3 | 0.3 | 9.0 | 5.9 | 2.4 | 0.0 | -1.3 |
| | | | TOTAL | | 184 | 13059.3 | 32.7 | 18.3 | 22.1 | 7.0 | 9.4 | 12.7 | 2.4 | 1.5 | 0.0 | -6.2 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | | 227 | 28451.2 | 31.7 | 17.9 | 18.0 | 4.7 | 10.4 | 11.8 | 0.4 | 2.1 | 0.0 | 3.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | | 160 | 16128.8 | 26.7 | 18.6 | 17.4 | 8.9 | 8.9 | 13.7 | 1.4 | 3.0 | 0.0 | 1.3 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5010 | OH | Akron-Metropolitan RTA | MB | | 97 | 8166.9 | 33.3 | 15.2 | 25.7 | 7.2 | 8.7 | 3.5 | 1.7 | 2.4 | 0.0 | 2.2 |
| | | | DR | | 57 | 1052.9 | 22.1 | 10.0 | 16.1 | 1.9 | 3.3 | 0.8 | 1.3 | 1.1 | 42.6 | 0.6 |
| | | | TOTAL | | 154 | 9219.8 | 32.0 | 14.6 | 24.6 | 6.6 | 8.1 | 3.2 | 1.7 | 2.3 | 4.9 | 2.0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | | 115 | 9027.3 | 45.7 | 11.8 | 24.7 | 0.2 | 11.2 | 6.2 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | TB | | 61 | 5578.2 | 39.8 | 17.2 | 24.5 | 0.2 | 0.0 | 6.7 | 11.4 | 0.0 | 0.0 | 0.1 |
| | | | DR | | 6 | 593.6 | 50.4 | 8.9 | 25.4 | 0.0 | 8.9 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 5744.2 | 2.5 | 44.4 | 20.1 | 11.1 | 0.7 | 6.4 | 6.6 | 5.1 | 0.0 | 3.2 |
| | | | TOTAL | | 182 | 20943.3 | 32.4 | 22.1 | 23.4 | 3.2 | 5.3 | 6.4 | 4.8 | 1.4 | 0.0 | 1.0 |
| 5022 | OH | Toledo RTA | MB | | 178 | 12059.7 | 38.9 | 13.4 | 22.1 | 0.7 | 11.0 | 6.8 | 1.6 | 5.0 | 0.0 | 0.4 |
| 1001 | RI | Providence-Rhode Is PTA | MB | | 201 | 20244.4 | 35.5 | 17.8 | 25.8 | 0.7 | 8.0 | 6.5 | 1.6 | 3.5 | 0.0 | 0.5 |
| 4003 | TN | Memphis Area TA | MB | | 139 | 16583.5 | 30.7 | 18.6 | 25.2 | 4.9 | 9.3 | 7.2 | 2.2 | 1.5 | 0.0 | 0.5 |
| | | | DR | | 7 | 310.0 | 0.0 | 10.0 | 4.6 | 59.8 | 12.9 | 12.6 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | | 146 | 16893.5 | 30.1 | 18.4 | 24.8 | 5.9 | 9.4 | 7.3 | 2.1 | 1.4 | 0.0 | 0.5 |
| 4004 | TN | Nashville-MTA | MB | | 119 | 9295.3 | 35.1 | 15.8 | 21.7 | 3.9 | 10.9 | 7.3 | 1.5 | 1.0 | 0.0 | 2.8 |
| | | | VP | | 12 | 22.6 | 0.0 | 4.2 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.9 |
| | | | DR | | 6 | 206.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 137 | 9524.3 | 34.2 | 15.4 | 21.2 | 3.8 | 10.7 | 7.1 | 1.4 | 1.0 | 2.2 | 3.0 |
| 6006 | TX | El Paso PTA | MB | | 84 | 7853.5 | 25.4 | 18.4 | 18.3 | 4.2 | 15.5 | 13.0 | 1.7 | 0.5 | 0.0 | 3.1 |
| | | | DR | | 28 | 397.6 | 30.6 | 18.7 | 21.7 | 0.0 | 11.7 | 5.8 | 0.0 | 0.0 | 11.5 | 0.0 |
| | | | | JE | - | 220.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 0.0 | 30.5 | 0.0 | 0.0 |
| | | | TOTAL | | 112 | 8471.8 | 25.0 | 17.9 | 18.0 | 3.9 | 14.9 | 14.2 | 1.5 | 1.2 | 0.5 | 2.9 |
| 6007 | TX | Fort Worth CITRAN | MB | | 106 | 8196.4 | 31.8 | 27.8 | 5.6 | 7.7 | 12.2 | 8.6 | 1.8 | 2.2 | 0.0 | 2.4 |
| 3006 | VA | Gr Richmond Transit Comp | MB | | 150 | 14130.0 | 36.6 | 18.5 | 20.4 | 4.5 | 10.2 | 6.2 | 1.1 | 1.7 | 0.0 | 0.7 |
| | | | DR | | 23 | 612.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 173 | 14742.3 | 35.1 | 17.8 | 19.5 | 4.3 | 9.8 | 6.0 | 1.1 | 1.6 | 4.2 | 0.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 3004 | VA | Hampton-Pentran | MB | | 82 | 5411.5 | 28.5 | 22.9 | 19.2 | 4.4 | 11.1 | 8.3 | 1.2 | 3.3 | 0.0 | 1.1 |
| | | | DR | | 19 | 112.4 | 30.9 | 19.8 | 12.0 | 0.3 | 11.4 | 3.5 | 0.0 | 0.0 | 22.1 | 0.0 |
| | | | TOTAL | | 101 | 5523.9 | 28.6 | 22.8 | 19.0 | 4.3 | 11.1 | 8.2 | 1.2 | 3.2 | 0.4 | 1.1 |
| 0002 | WA | Spokane Transit Authority | MB | | 98 | 11352.8 | 37.5 | 15.4 | 24.5 | 1.1 | 8.8 | 9.0 | 1.2 | 1.4 | 0.0 | 1.0 |
| | | | VP | | 8 | 62.3 | 0.0 | 31.8 | 11.1 | 15.7 | 18.6 | 3.3 | 2.1 | 6.1 | 0.0 | 11.4 |
| | | | DR | | 18 | 1024.3 | 40.0 | 17.6 | 17.9 | 8.0 | 5.7 | 3.8 | 0.5 | 1.1 | 0.0 | 5.6 |
| | | | | JE | - | 1130.5 | 0.0 | 30.9 | 14.5 | 28.3 | 0.0 | 6.5 | 1.5 | 0.0 | 0.0 | 18.4 |
| | | | TOTAL | | 124 | 13570.0 | 34.4 | 16.9 | 23.1 | 4.0 | 7.9 | 8.3 | 1.2 | 1.3 | 0.0 | 2.9 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | | 113 | 16902.3 | 34.9 | 20.6 | 21.4 | 5.2 | 6.0 | 6.9 | 1.0 | 2.3 | 0.7 | 0.9 |
| | | | DR | | 70 | 1647.5 | 33.1 | 12.0 | 19.4 | 3.6 | 0.8 | 1.1 | 0.5 | 1.5 | 27.4 | 0.6 |
| | | | TOTAL | | 183 | 18549.9 | 34.7 | 19.9 | 21.2 | 5.1 | 5.5 | 6.4 | 1.0 | 2.2 | 3.1 | 0.9 |
| 5005 | WI | Madison Metro | MB | | 173 | 12953.8 | 32.4 | 18.8 | 25.6 | 4.0 | 9.5 | 8.3 | 0.0 | 0.0 | 0.0 | 1.3 |
| | | | DR | | 53 | 1101.5 | 17.8 | 13.0 | 14.3 | 6.2 | 2.6 | 6.4 | 0.0 | 0.0 | 39.7 | 0.0 |
| | | | | JE | - | 657.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 | 59.1 | 31.4 | 0.0 | 0.0 |
| | | | TOTAL | | 226 | 14712.7 | 29.8 | 17.6 | 23.6 | 4.0 | 8.6 | 8.3 | 2.6 | 1.4 | 3.0 | 1.2 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | | 67 | 9972.5 | 31.5 | 19.9 | 21.8 | 15.0 | 5.6 | 5.3 | 0.2 | 0.6 | 0.0 | 0.2 |
| 6033 | AR | Little Rock-Metroplan | MB | | 51 | 3733.9 | 39.9 | 15.0 | 18.7 | 1.9 | 11.1 | 7.1 | 1.2 | 3.1 | 0.0 | 2.0 |
| 9078 | CA | Central Contra Costa TS | MB | | 58 | 5539.7 | 25.2 | 18.8 | 14.9 | 12.5 | 8.4 | 13.5 | 1.6 | 2.6 | 0.0 | 2.5 |
| 9027 | CA | Fresno TS | MB | | 67 | 8961.0 | 27.5 | 16.5 | 20.6 | 10.0 | 10.6 | 9.1 | 1.8 | 0.5 | 0.0 | 3.4 |
| | | | DR | | 9 | 289.2 | 49.9 | 9.7 | 25.9 | 5.5 | 3.3 | 4.5 | 0.4 | 0.7 | 0.0 | 0.1 |
| | | | TOTAL | | 76 | 9250.3 | 28.2 | 16.2 | 20.8 | 9.9 | 10.4 | 8.9 | 1.7 | 0.5 | 0.0 | 3.3 |
| 9030 | CA | N San Diego Transit Dev | MB | | 85 | 12619.9 | 34.8 | 16.9 | 21.5 | 3.0 | 10.4 | 10.3 | 1.2 | 1.5 | 0.0 | 0.4 |
| | | | DR | | 7 | 341.4 | 1.5 | 8.8 | 3.2 | 1.2 | 10.3 | 4.8 | 0.2 | 1.2 | 67.9 | 1.1 |
| | | | TOTAL | | 92 | 12961.3 | 33.9 | 16.7 | 21.0 | 3.0 | 10.4 | 10.2 | 1.2 | 1.5 | 1.8 | 0.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9031 | CA | Riverside Transit Agency | MB | | 58 | 4677.8 | 25.0 | 18.3 | 19.5 | 6.4 | 10.9 | 9.1 | 0.9 | 3.7 | 4.2 | 2.1 |
| | | | DR | | 13 | 678.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 100.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 71 | 5457.1 | 21.4 | 15.6 | 16.7 | 5.5 | 9.4 | 7.8 | 0.8 | 3.1 | 17.9 | 1.8 |
| 9095 | CA | San Diego Reg Trans Serv | MB | | 50 | 5205.0 | 0.0 | 2.0 | 0.7 | 3.3 | 0.3 | 0.6 | 0.0 | 0.1 | 89.5 | 3.4 |
| | | | DR | | 48 | 2682.6 | 0.0 | 4.3 | 0.9 | 0.8 | 0.0 | 2.1 | 0.1 | 0.0 | 72.1 | 19.6 |
| | | | TOTAL | | 98 | 7887.6 | 0.0 | 2.8 | 0.8 | 2.5 | 0.2 | 1.2 | 0.1 | 0.1 | 83.6 | 8.9 |
| 9075 | CA | San Francisco-Caltrans | CR | | 97 | 21188.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | MB | | 59 | 10770.0 | 28.5 | 14.0 | 21.1 | 24.5 | 7.9 | 1.3 | 0.6 | 1.4 | 0.0 | 0.7 |
| 9008 | CA | Santa Monica Muni Bus | MB | | 95 | 10251.7 | 37.9 | 11.7 | 18.0 | 7.6 | 10.4 | 9.0 | 0.7 | 3.2 | 0.0 | 1.6 |
| 9012 | CA | Stockton MTD | MB | | 43 | 3273.4 | 39.9 | 13.1 | 25.5 | 0.0 | 9.8 | 7.6 | 0.0 | 3.3 | 0.0 | 0.7 |
| | | | DR | | 7 | 347.9 | 44.9 | 12.9 | 27.8 | 0.0 | 5.0 | 5.4 | 0.0 | 1.5 | 2.5 | 0.0 |
| | | | | JE | - | 820.6 | 0.0 | 16.3 | 7.8 | 38.2 | 0.5 | 15.8 | 7.0 | 3.0 | 0.0 | 11.4 |
| | | | TOTAL | | 50 | 4442.0 | 33.0 | 13.6 | 22.4 | 7.1 | 7.7 | 9.0 | 1.3 | 3.1 | 0.2 | 2.7 |
| 8005 | CO | Colorado Springs Transit | MB | | 39 | 3665.3 | 34.9 | 15.1 | 20.6 | 4.6 | 10.8 | 8.2 | 1.4 | 3.0 | 0.0 | 1.4 |
| | | | DR | | 22 | 178.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 61 | 3843.4 | 33.3 | 14.4 | 19.6 | 4.4 | 10.3 | 7.8 | 1.3 | 2.8 | 4.6 | 1.4 |
| 1050 | CT | Greater Bridgeport TD | MB | | 43 | 5688.7 | 30.8 | 20.6 | 21.4 | 5.4 | 10.2 | 4.6 | 1.2 | 3.8 | 0.0 | 2.0 |
| | | | DR | | 12 | 115.5 | 0.0 | 1.4 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 97.9 | 0.0 |
| | | | TOTAL | | 55 | 5804.2 | 30.2 | 20.2 | 21.0 | 5.3 | 10.0 | 4.5 | 1.1 | 3.7 | 1.9 | 1.9 |
| 1017 | CT | Greater Hartford TD | DR | | 66 | 1835.4 | 25.1 | 16.5 | 9.3 | 2.5 | 8.3 | 8.0 | 1.1 | 3.0 | 21.6 | 4.7 |
| 4035 | FL | Orlando TCT | MB | | 69 | 6277.2 | 31.4 | 13.4 | 13.7 | 8.2 | 14.3 | 11.1 | 1.2 | 3.9 | 0.0 | 2.7 |
| | | | DR | | 3 | 64.4 | 0.0 | 6.2 | 0.0 | 0.0 | 16.3 | 8.9 | 0.0 | 4.6 | 64.0 | 0.0 |
| | | | TOTAL | | 72 | 6341.7 | 31.1 | 13.3 | 13.5 | 8.1 | 14.3 | 11.1 | 1.2 | 4.0 | 0.7 | 2.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4027 | FL | Pinellas Suncoast TA | MB | | 53 | 2945.0 | 42.1 | 7.9 | 21.5 | 0.4 | 18.4 | 8.9 | 0.0 | 0.0 | 0.0 | 0.8 |
| | | | DR | | 12 | 427.5 | 37.2 | 21.1 | 25.0 | 1.4 | 9.9 | 4.4 | 0.6 | 0.0 | 0.0 | 0.4 |
| | | | | JE | - | 1521.6 | 0.0 | 43.9 | 18.9 | 10.8 | 0.6 | 12.8 | 3.0 | 8.4 | 0.0 | 1.7 |
| | | | TOTAL | | 65 | 4894.0 | 28.6 | 20.3 | 21.0 | 3.7 | 12.1 | 9.7 | 1.0 | 2.6 | 0.0 | 1.1 |
| 4039 | FL | St. Petersburg MuTSys | MB | | 50 | 4484.4 | 37.5 | 4.3 | 20.3 | 7.3 | 16.8 | 13.7 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | DR | | 9 | 280.9 | 35.9 | 12.0 | 23.2 | 12.1 | 11.6 | 4.3 | 0.8 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 1845.1 | 0.0 | 22.8 | 9.0 | 2.2 | 0.0 | 0.9 | 2.2 | 31.5 | 0.0 | 31.4 |
| | | | TOTAL | | 59 | 6610.4 | 27.0 | 9.8 | 17.3 | 6.1 | 11.9 | 9.7 | 0.7 | 8.8 | 0.0 | 8.8 |
| 7010 | IA | Des Moines MTA | MB | | 74 | 6187.8 | 32.4 | 19.3 | 20.1 | 1.6 | 9.6 | 11.4 | 2.3 | 2.0 | 0.0 | 1.3 |
| | | | DR | | 20 | 789.9 | 31.4 | 8.3 | 5.8 | 3.0 | 9.5 | 26.2 | 0.3 | 4.0 | 11.5 | 0.0 |
| | | | TOTAL | | 94 | 6977.6 | 32.3 | 18.0 | 18.5 | 1.8 | 9.6 | 13.1 | 2.1 | 2.2 | 1.3 | 1.1 |
| 5056 | IL | Greater Peoria Mass TD | MB | | 44 | 3885.3 | 35.1 | 14.6 | 20.6 | 8.1 | 9.6 | 9.0 | 0.0 | 1.5 | 0.0 | 1.4 |
| | | | DR | | 7 | 111.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.8 | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 |
| | | | | JE | - | 359.3 | 0.0 | 48.1 | 19.7 | 1.3 | 0.0 | 12.6 | 18.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 51 | 4355.7 | 31.4 | 17.0 | 20.0 | 7.3 | 9.9 | 9.1 | 1.5 | 1.3 | 1.2 | 1.3 |
| 5058 | IL | Rockford MTD | MB | | 40 | 2943.1 | 37.1 | 13.4 | 23.2 | 6.0 | 8.8 | 3.0 | 3.4 | 2.7 | 0.0 | 2.4 |
| | | | DR | | 11 | 256.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 51 | 3199.1 | 34.1 | 12.3 | 21.4 | 5.5 | 8.1 | 2.7 | 3.2 | 2.5 | 8.0 | 2.2 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | | 54 | 5699.8 | 38.0 | 22.7 | 25.3 | 3.4 | 0.3 | 7.4 | 2.7 | 0.1 | 0.0 | 0.1 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | | 78 | 8005.5 | 41.9 | 18.1 | 27.9 | 0.8 | 0.1 | 8.9 | 1.1 | 0.2 | 0.0 | 1.0 |
| 5044 | IN | Fort Wayne PTC | MB | | 54 | 4254.0 | 36.4 | 16.6 | 23.9 | 2.9 | 8.4 | 5.8 | 1.5 | 2.1 | 0.0 | 2.3 |
| 5052 | IN | South Bend PTC | MB | | 48 | 4630.9 | 38.3 | 15.6 | 18.3 | 6.4 | 10.4 | 6.2 | 2.1 | 1.2 | 0.0 | 1.6 |
| | | | DR | | 4 | 117.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 52 | 4747.8 | 37.3 | 15.2 | 17.8 | 6.3 | 10.1 | 6.0 | 2.1 | 1.2 | 2.5 | 1.5 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | | 77 | 5835.6 | 33.2 | 20.0 | 18.2 | 4.5 | 10.2 | 10.3 | 0.0 | 1.7 | 0.0 | 1.9 |
| | | | DR | | 9 | 207.2 | 42.4 | 10.4 | 18.1 | 0.7 | 9.9 | 7.5 | 0.0 | 0.0 | 11.0 | 0.0 |
| | | | TOTAL | | 86 | 6042.7 | 33.5 | 19.7 | 18.2 | 4.4 | 10.2 | 10.2 | 0.0 | 1.7 | 0.4 | 1.8 |
| 4017 | KY | Lexington-LEXTRAN | MB | | 41 | 3405.7 | 31.0 | 17.4 | 16.1 | 7.8 | 10.1 | 12.3 | 1.1 | 1.9 | 0.0 | 2.3 |
| | | | DR | | 14 | 324.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 55 | 3730.4 | 28.3 | 15.8 | 14.7 | 7.1 | 9.3 | 11.2 | 1.0 | 1.8 | 8.7 | 2.1 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | | 52 | 3725.2 | 36.3 | 22.1 | 20.0 | 1.3 | 11.8 | 3.5 | 1.3 | 2.2 | 0.0 | 1.6 |
| | | | DR | | 10 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 62 | 3738.5 | 36.2 | 22.0 | 19.9 | 1.3 | 11.8 | 3.5 | 1.3 | 2.2 | 0.4 | 1.6 |
| 1004 | MA | Brockton Area TA | MB | | 40 | 4411.0 | 29.5 | 15.7 | 25.8 | 4.9 | 7.5 | 12.1 | 2.7 | 1.6 | 0.0 | 0.2 |
| | | | DR | | 24 | 781.5 | 37.3 | 14.2 | 21.4 | 2.4 | 10.7 | 7.7 | 0.6 | 3.5 | 0.0 | 2.2 |
| | | | | JE | - | 199.9 | 0.0 | 48.9 | 2.7 | 42.9 | 0.0 | 0.0 | 0.4 | 0.2 | 0.0 | 4.8 |
| | | | TOTAL | | 64 | 5392.4 | 29.6 | 16.7 | 24.3 | 6.0 | 7.7 | 11.0 | 2.3 | 1.8 | 0.0 | 0.7 |
| 1006 | MA | New Bedford SERTA | MB | | 74 | 5048.8 | 38.5 | 17.9 | 20.9 | 4.2 | 8.9 | 3.4 | 1.5 | 3.4 | 0.0 | 1.3 |
| | | | DR | | 7 | 257.3 | 38.6 | 11.7 | 18.6 | 1.7 | 17.8 | 1.4 | 2.6 | 6.0 | 0.0 | 1.6 |
| | | | TOTAL | | 81 | 5306.1 | 38.5 | 17.6 | 20.8 | 4.1 | 9.3 | 3.3 | 1.5 | 3.5 | 0.0 | 1.3 |
| 1089 P | MA | Springfield Transit Mgmt | MB | | 74 | 5648.6 | 37.6 | 20.0 | 21.0 | 2.6 | 9.1 | 5.8 | 1.6 | 1.8 | 0.0 | 0.5 |
| 1014 | MA | Worcester RTA | MB | | 58 | 4128.6 | 50.1 | 7.9 | 27.0 | 0.6 | 13.3 | 0.3 | 0.0 | -0.3 | 0.4 | 0.7 |
| | | | DR | | 33 | 770.8 | 6.2 | 1.3 | 3.5 | 1.3 | 0.7 | 0.4 | 0.0 | 0.0 | 86.3 | 0.3 |
| | | | | JE | - | 1734.7 | 0.0 | 30.1 | 12.7 | 18.6 | 11.2 | 9.6 | 7.4 | 9.1 | 0.0 | 1.1 |
| | | | TOTAL | | 91 | 6634.1 | 31.9 | 13.0 | 20.5 | 5.4 | 11.3 | 2.7 | 1.9 | 2.2 | 10.2 | 0.8 |
| 5029 | MI | Bay City-Bay Metro Transp | | JE | - | 2906.9 | 26.4 | 19.9 | 21.3 | 2.9 | 10.0 | 9.4 | 3.1 | 2.6 | 0.0 | 4.3 |
| 5032 | MI | Flint-MTA | MB | | 51 | 4794.0 | 27.8 | 21.1 | 21.2 | 3.7 | 8.6 | 11.0 | 3.6 | 2.0 | 0.0 | 0.9 |
| | | | DR | | 10 | 314.8 | 21.4 | 11.0 | 14.1 | 1.1 | 6.0 | 4.0 | 0.0 | 1.7 | 40.7 | 0.0 |
| | | | TOTAL | | 61 | 5108.9 | 27.4 | 20.4 | 20.8 | 3.5 | 8.5 | 10.5 | 3.4 | 2.0 | 2.5 | 0.9 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 5036 | MI | Lansing-Capital Area TA | MB | | 67 | 6210.1 | 30.9 | 18.6 | 22.0 | 4.7 | 8.8 | 6.7 | 1.9 | 1.6 | 0.0 | 4.7 |
| | | | DR | | 10 | 493.0 | 23.8 | 21.8 | 20.3 | 7.6 | 0.9 | 5.0 | 1.6 | 1.4 | 13.6 | 4.1 |
| | | | TOTAL | | 77 | 6703.1 | 30.4 | 18.8 | 21.9 | 4.9 | 8.2 | 6.6 | 1.9 | 1.6 | 1.0 | 4.7 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | | 40 | 2037.2 | 77.6 | 0.0 | 0.0 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 13 | 503.8 | 77.0 | 0.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 |
| | | | | JE | - | 4152.7 | 0.0 | 32.9 | 34.7 | 6.3 | 0.1 | 13.0 | 3.8 | 3.3 | 0.0 | 5.9 |
| | | | TOTAL | | 53 | 6693.6 | 29.4 | 20.4 | 21.5 | 3.9 | 8.0 | 8.0 | 2.4 | 2.1 | 0.6 | 3.7 |
| 5025 | MN | Duluth TA | MB | | 68 | 6017.7 | 36.2 | 12.7 | 24.7 | 2.8 | 8.7 | 9.2 | 2.3 | 2.2 | 0.0 | 1.2 |
| | | | DR | | 3 | 135.4 | 8.7 | 13.3 | 8.1 | 62.2 | 0.0 | 7.6 | 0.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 71 | 6153.1 | 35.6 | 12.7 | 24.4 | 4.1 | 8.5 | 9.2 | 2.2 | 2.2 | 0.0 | 1.2 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | | 51 | 3122.9 | 33.9 | 13.5 | 13.6 | 7.3 | 14.9 | 12.2 | 1.4 | 1.9 | 0.0 | 1.4 |
| 4012 | NC | Winston-Salem TA | MB | | 51 | 2453.8 | 29.8 | 16.7 | 15.3 | 8.4 | 14.3 | 9.0 | 1.7 | 1.3 | 0.0 | 3.4 |
| | | | DR | | 13 | 423.3 | 34.7 | 12.6 | 13.2 | 27.8 | 0.0 | 8.3 | 0.4 | 1.7 | 0.0 | 1.3 |
| | | | TOTAL | | 64 | 2877.1 | 30.5 | 16.1 | 15.0 | 11.3 | 12.2 | 8.9 | 1.5 | 1.4 | 0.0 | 3.1 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | | 68 | 7291.5 | 31.1 | 23.2 | 18.5 | 0.5 | 9.9 | 7.1 | 0.9 | 2.3 | 0.0 | 6.4 |
| 2075 | NJ | Lindenwold-PATCO | RR | | 94 | 16785.9 | 6.4 | 35.2 | 22.9 | 4.3 | 0.2 | 7.3 | 16.9 | 5.8 | 0.0 | 1.0 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | | 87 | 7906.7 | 32.6 | 18.1 | 17.9 | 2.4 | 11.0 | 10.8 | 1.3 | 0.0 | 0.0 | 6.0 |
| | | | DR | | 7 | 157.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 94 | 8063.9 | 31.9 | 17.8 | 17.6 | 2.3 | 10.8 | 10.6 | 1.2 | 0.0 | 1.9 | 5.8 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | | 81 | 9405.4 | 32.7 | 22.5 | 15.2 | 0.1 | 7.8 | 13.0 | 0.1 | 4.1 | 0.0 | 4.5 |
| 2012 P | NY | Mountain View Coach Lines | MB | | 65 | 6935.8 | 27.0 | 17.3 | 8.8 | 0.6 | 12.7 | 12.4 | 1.7 | 2.2 | 0.0 | 17.4 |
| 2039 | NY | New York-Jamaica Bus | MB | | 96 | 15860.5 | 29.5 | 18.9 | 22.2 | 0.2 | 6.0 | 12.0 | 1.3 | 5.0 | 0.0 | 4.9 |
| 2076 | NY | Westchester County DOT | MB | | 51 | 15980.9 | 0.0 | 4.2 | 0.0 | 0.1 | 0.0 | 0.1 | 0.2 | 0.8 | 91.4 | 3.2 |
| 6017 | OK | Central Oklahoma PTA | MB | | 80 | 6538.0 | 27.1 | 23.2 | 16.4 | 5.2 | 10.1 | 11.1 | 1.6 | 3.8 | 0.0 | 1.5 |
| | | | DR | | 4 | 319.6 | 40.7 | 22.7 | 11.7 | 4.9 | 3.9 | 2.4 | 1.7 | 4.1 | 0.0 | 7.8 |
| | | | TOTAL | | 84 | 6857.6 | 27.7 | 23.1 | 16.2 | 5.2 | 9.8 | 10.7 | 1.6 | 3.9 | 0.0 | 1.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

### TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6018 | OK | Metropolitan Tulsa TA | MB | | 82 | 4437.9 | 41.4 | 18.3 | 21.1 | 0.0 | 17.2 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 5 | 192.5 | 39.8 | 30.6 | 24.9 | 0.0 | 3.5 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 2136.4 | 0.0 | 21.1 | 5.8 | 8.8 | 0.4 | 45.6 | 0.6 | 10.4 | 0.0 | 7.2 |
| | | | TOTAL | | 87 | 6766.7 | 28.3 | 19.5 | 16.4 | 2.8 | 11.5 | 15.7 | 0.2 | 3.3 | 0.0 | 2.3 |
| 0007 | OR | Eugene-Lane County MTD | MB | | 57 | 6135.5 | 42.7 | 15.4 | 20.4 | 1.9 | 8.3 | 7.1 | 0.4 | 2.0 | 0.2 | 1.7 |
| | | | DR | | 5 | 161.1 | 0.0 | 2.5 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.4 | 0.0 |
| | | | | JE | - | 260.7 | 0.0 | 37.3 | 14.0 | 13.7 | 0.0 | 7.0 | 17.3 | 0.0 | 0.0 | 10.7 |
| | | | TOTAL | | 62 | 6557.3 | 40.0 | 15.9 | 19.7 | 2.3 | 7.7 | 6.9 | 1.0 | 1.9 | 2.5 | 2.0 |
| 3010 | PA | Allentown-LANTA | MB | | 51 | 4472.7 | 38.8 | 16.1 | 21.8 | 2.7 | 9.2 | 5.3 | 2.1 | 2.9 | 0.0 | 1.1 |
| | | | DR | | 8 | 82.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 59 | 4555.6 | 38.1 | 15.8 | 21.4 | 2.6 | 9.0 | 5.2 | 2.1 | 2.8 | 1.8 | 1.1 |
| 3013 | PA | Erie MTA | MB | | 57 | 4259.0 | 35.3 | 16.4 | 20.7 | 2.0 | 8.8 | 9.3 | 2.0 | 3.1 | 0.0 | 2.5 |
| | | | DR | | 2 | 61.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 59 | 4320.7 | 34.8 | 16.2 | 20.4 | 2.0 | 8.7 | 9.2 | 1.9 | 3.0 | 1.4 | 2.5 |
| 3014 | PA | Harrisburg-CAT | MB | | 64 | 4884.0 | 37.2 | 15.4 | 21.1 | 2.5 | 8.7 | 6.3 | 2.6 | 2.7 | 3.1 | 0.4 |
| | | | DR | | 2 | 60.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 66 | 4944.1 | 36.8 | 15.2 | 20.9 | 2.5 | 8.6 | 6.2 | 2.6 | 2.6 | 4.2 | 0.4 |
| 3024 | PA | Reading-BARTA | MB | | 45 | 2863.8 | 51.3 | 0.0 | 17.1 | 0.3 | 12.4 | 11.6 | 1.5 | 4.1 | 1.8 | 0.0 |
| | | | DR | | 18 | 529.7 | 50.8 | 0.0 | 20.5 | 1.3 | 12.1 | 4.3 | 3.2 | 7.5 | 0.0 | 0.3 |
| | | | | JE | - | 1183.9 | 0.0 | 64.6 | 20.4 | 8.8 | 0.2 | 1.6 | 1.6 | 0.9 | 0.0 | 1.9 |
| | | | TOTAL | | 63 | 4577.3 | 37.9 | 16.7 | 18.3 | 2.6 | 9.2 | 8.2 | 1.7 | 3.6 | 1.1 | 0.5 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | | 53 | 2696.8 | 38.7 | 13.1 | 30.3 | 1.5 | 15.3 | 45.3 | 0.0 | 3.3 | 0.0 | -47.5 |
| 4001 | TN | Chattanooga Area RTA | MB | | 69 | 4093.4 | 26.3 | 20.4 | 19.0 | 7.9 | 10.1 | 10.0 | 1.8 | 3.6 | 0.0 | 0.9 |
| | | | IP | | 2 | 700.6 | 15.3 | 19.4 | 9.8 | 21.8 | 0.1 | 25.6 | 4.5 | 1.5 | 0.0 | 2.0 |
| | | | VP | | 3 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 82.7 | 0.0 | 17.3 | 0.0 | 0.0 |
| | | | DR | | 3 | 80.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 77 | 4878.7 | 24.3 | 19.9 | 17.3 | 9.8 | 8.5 | 12.1 | 2.2 | 3.3 | 1.6 | 1.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4002 | TN | Knoxville Trans Auth | MB | | 52 | 4679.3 | 34.1 | 19.8 | 22.0 | 2.6 | 10.9 | 6.5 | 1.5 | 1.6 | 0.0 | 1.1 |
| | | | DR | | 5 | 302.5 | 31.8 | 23.2 | 19.9 | 3.1 | 8.7 | 8.8 | 1.4 | 1.9 | 0.0 | 1.3 |
| | | | TOTAL | | 57 | 4981.8 | 34.0 | 20.0 | 21.8 | 2.7 | 10.7 | 6.6 | 1.5 | 1.6 | 0.0 | 1.1 |
| 6002 | TX | Austin TS | MB | | 73 | 6462.8 | 33.1 | 22.6 | 16.4 | 1.4 | 11.2 | 10.5 | 1.9 | 1.1 | 0.0 | 1.8 |
| | | | DR | | 20 | 870.5 | 31.7 | 12.4 | 13.0 | 1.2 | 5.2 | 6.0 | 1.7 | 1.0 | 26.5 | 1.3 |
| | | | TOTAL | | 93 | 7333.3 | 33.0 | 21.4 | 16.0 | 1.3 | 10.5 | 10.0 | 1.8 | 1.1 | 3.1 | 1.8 |
| 6003 | TX | Corpus Christi TS | MB | | 42 | 1557.7 | 57.9 | 0.0 | 19.4 | 0.1 | 19.5 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 9 | 190.9 | 60.2 | 0.0 | 20.3 | 0.0 | 11.1 | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 1270.1 | 0.0 | 37.5 | 14.8 | 4.6 | 0.4 | 32.1 | 3.0 | 5.5 | 0.0 | 2.1 |
| | | | TOTAL | | 51 | 3018.7 | 33.7 | 15.8 | 17.5 | 2.0 | 10.9 | 15.6 | 1.3 | 2.3 | 0.0 | 0.9 |
| 0020 | WA | Kitsap County Transit | MB | | 48 | 1986.2 | 41.9 | 7.6 | 10.1 | 4.1 | 0.0 | 4.4 | 3.0 | 4.7 | 21.5 | 2.7 |
| | | | DR | | 20 | 506.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 1428.8 | 0.0 | 39.4 | 21.2 | 5.2 | 19.6 | 13.9 | 0.7 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | | 70 | 3921.8 | 21.2 | 18.2 | 12.8 | 4.0 | 7.1 | 7.3 | 1.8 | 2.4 | 23.8 | 1.4 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | | 52 | 5334.5 | 35.2 | 9.0 | 18.7 | 14.1 | 9.8 | 11.3 | 0.0 | 1.7 | 0.0 | 0.2 |
| | | | VP | | 1 | 3.7 | 0.0 | 0.0 | 0.0 | 9.2 | 90.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 1222.8 | 0.0 | 31.7 | 11.2 | 32.6 | 0.0 | 1.2 | 5.8 | 0.1 | 0.0 | 17.4 |
| | | | TOTAL | | 53 | 6560.9 | 28.7 | 13.2 | 17.3 | 17.5 | 8.0 | 9.4 | 1.1 | 1.4 | 0.0 | 3.4 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | | 39 | 3676.1 | 31.6 | 7.1 | 17.5 | 18.5 | 8.7 | 13.8 | 0.5 | 2.2 | 0.0 | 0.1 |
| | | | VP | | 18 | 71.3 | 0.0 | 14.2 | 5.5 | 12.2 | 50.3 | 6.0 | 0.2 | 1.8 | 0.0 | 9.6 |
| | | | DR | | 15 | 437.2 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 0.0 | 96.4 | 3.0 |
| | | | | JE | - | 507.6 | 0.0 | 42.9 | 16.4 | 29.3 | 0.0 | 2.7 | 0.5 | 1.5 | 0.0 | 6.8 |
| | | | TOTAL | | 72 | 4692.3 | 24.8 | 10.4 | 15.6 | 17.9 | 7.6 | 11.2 | 0.5 | 1.9 | 9.0 | 1.2 |
| 0024 | WA | Vancouver-C-Tran | MB | | 46 | 4123.2 | 30.1 | 15.5 | 21.8 | 6.0 | 8.2 | 7.0 | 1.8 | 2.7 | 3.9 | 3.0 |
| | | | DR | | 15 | 116.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.9 | 0.1 |
| | | | TOTAL | | 61 | 4239.8 | 29.3 | 15.1 | 21.2 | 5.9 | 8.0 | 6.8 | 1.7 | 2.7 | 6.5 | 2.9 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

**TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | | 46 | 5355.7 | 31.6 | 21.4 | 17.0 | 2.8 | 11.0 | 11.2 | 2.1 | 2.3 | 0.0 | 0.7 |
| | | | DR | | 4 | 70.6 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 | 0.4 | 0.0 | 0.0 | 97.8 | 0.0 |
| | | | TOTAL | | 50 | 5426.4 | 31.2 | 21.1 | 16.8 | 2.7 | 10.8 | 11.1 | 2.1 | 2.2 | 1.3 | 0.7 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | | 35 | 3163.3 | 27.3 | 15.6 | 26.1 | 4.9 | 12.6 | 8.6 | 1.3 | 2.4 | 0.0 | 1.1 |
| | | | DR | | 1 | 77.8 | 27.3 | 15.6 | 26.1 | 4.9 | 12.6 | 8.6 | 1.3 | 2.4 | 0.0 | 1.1 |
| | | | TOTAL | | 36 | 3241.1 | 27.3 | 15.6 | 26.1 | 4.9 | 12.6 | 8.6 | 1.3 | 2.4 | 0.0 | 1.1 |
| 4044 | AL | Montgomery Area TS | MB | | 29 | 1906.9 | 29.3 | 18.1 | 15.8 | 7.5 | 13.5 | 11.1 | 1.7 | 1.0 | 0.0 | 1.9 |
| | | | DR | | 1 | 40.3 | 53.7 | 5.9 | 9.6 | 0.0 | 15.5 | 14.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| | | | TOTAL | | 30 | 1947.1 | 29.8 | 17.9 | 15.6 | 7.4 | 13.6 | 11.2 | 1.7 | 1.0 | 0.0 | 1.9 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | | 34 | 3345.4 | 35.9 | 14.9 | 22.8 | 2.6 | 9.7 | 8.7 | 0.7 | 3.4 | 0.0 | 1.5 |
| | | | DR | | 4 | 242.3 | 0.0 | 4.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 93.2 | 0.0 |
| | | | TOTAL | | 38 | 3587.6 | 33.4 | 14.2 | 21.4 | 2.4 | 9.0 | 8.1 | 0.6 | 3.2 | 6.3 | 1.4 |
| 9010 | CA | City of Torrance TS | MB | | 25 | 4322.7 | 30.2 | 7.8 | 23.1 | 11.8 | 6.7 | 4.7 | 0.2 | 2.7 | 0.0 | 12.8 |
| | | | DR | | 5 | 255.3 | 0.0 | 6.8 | 3.9 | 73.8 | 4.6 | 1.8 | 0.0 | 5.5 | 0.0 | 3.6 |
| | | | TOTAL | | 30 | 4578.0 | 28.5 | 7.7 | 22.1 | 15.3 | 6.6 | 4.5 | 0.2 | 2.9 | 0.0 | 12.3 |
| 9042 | CA | Gardena-Municipal Bus | MB | | 30 | 3616.4 | 29.2 | 8.0 | 20.5 | 13.9 | 8.8 | 5.7 | 0.6 | 5.9 | 0.0 | 7.5 |
| | | | DR | | 10 | 419.4 | 0.0 | 8.5 | 3.3 | 71.4 | 5.8 | 2.1 | 0.2 | 6.5 | 0.0 | 2.4 |
| | | | TOTAL | | 40 | 4035.8 | 26.2 | 8.0 | 18.7 | 19.9 | 8.5 | 5.3 | 0.6 | 5.9 | 0.0 | 7.0 |
| 9077 | CA | Los Angeles Cnty Trans Co | DR | | 29 | 163.7 | 0.0 | 38.4 | 9.2 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 41.7 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | MB | | 24 | 1775.9 | 0.0 | 11.4 | 5.2 | 6.0 | 11.0 | 7.5 | 0.6 | 2.5 | 55.8 | 0.0 |
| | | | DR | | 5 | 478.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 29 | 2254.3 | 0.0 | 9.0 | 4.1 | 4.7 | 8.6 | 5.9 | 0.4 | 1.9 | 65.2 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9041 | CA | Montebello Muni Bus lines | MB | | 29 | 3772.7 | 34.0 | 8.8 | 16.3 | 17.1 | 9.6 | 5.2 | 1.3 | 5.5 | 0.0 | 2.1 |
| | | | DR | | 2 | 132.8 | 34.0 | 8.8 | 16.3 | 17.1 | 9.6 | 5.2 | 1.3 | 5.5 | 0.0 | 2.1 |
| | | | TOTAL | | 31 | 3905.4 | 34.0 | 8.8 | 16.3 | 17.1 | 9.6 | 5.2 | 1.3 | 5.5 | 0.0 | 2.1 |
| 9062 | CA | Monterey-Salinas Transit | MB | | 40 | 3758.1 | 32.2 | 21.8 | 15.7 | 3.8 | 11.4 | 7.4 | 1.0 | 3.6 | 0.0 | 3.0 |
| 9020 | CA | Santa Barbara MTD | MB | | 49 | 5803.8 | 30.0 | 19.5 | 24.6 | 3.2 | 7.7 | 8.0 | 1.2 | 1.4 | 0.0 | 4.4 |
| 9028 | CA | Vallejo Transit | MB | | 18 | 1356.4 | 0.0 | 3.8 | 1.6 | 4.4 | 0.0 | 0.1 | 0.0 | 0.0 | 88.4 | 1.7 |
| | | | DR | | 7 | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 25 | 1606.4 | 0.0 | 3.2 | 1.3 | 3.8 | 0.0 | 0.1 | 0.0 | 0.0 | 90.2 | 1.4 |
| 1057 | CT | Norwalk TD | MB | | 18 | 2047.0 | 35.9 | 18.0 | 13.4 | 5.2 | 11.5 | 9.6 | 2.1 | 3.1 | 0.0 | 1.1 |
| | | | DR | | 14 | 123.3 | 0.0 | 15.6 | 0.8 | 0.3 | 0.0 | 0.0 | 1.0 | 3.9 | 78.0 | 0.4 |
| | | | TOTAL | | 32 | 2170.3 | 33.9 | 17.9 | 12.7 | 4.9 | 10.9 | 9.1 | 2.0 | 3.2 | 4.4 | 1.1 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | | 33 | 2212.1 | 36.0 | 14.2 | 20.5 | 6.4 | 11.8 | 6.9 | 2.6 | 0.6 | 0.0 | 1.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | | 36 | 456.0 | 29.0 | 16.5 | 17.4 | 3.7 | 9.1 | 4.8 | 1.5 | 2.6 | 14.5 | 0.8 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | | 13 | 1103.0 | 33.2 | 14.2 | 11.3 | 0.1 | 15.6 | 20.9 | 1.6 | 2.3 | 0.0 | 0.7 |
| | | | DR | | 17 | 489.6 | 33.9 | 14.5 | 11.2 | 1.8 | 14.5 | 22.3 | 0.8 | 1.0 | 0.0 | 0.0 |
| | | | TOTAL | | 30 | 1592.5 | 33.4 | 14.3 | 11.3 | 0.6 | 15.3 | 21.4 | 1.3 | 1.9 | 0.0 | 0.5 |
| 4030 | FL | Gainesville-RTS | MB | | 27 | 1571.8 | 33.4 | 15.9 | 14.2 | 0.2 | 18.8 | 16.2 | 0.0 | 0.0 | 0.0 | 1.3 |
| | | | DR | | 8 | 253.2 | 62.3 | 0.0 | 18.7 | 0.3 | 14.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 609.7 | 0.0 | 28.4 | 8.0 | 1.8 | 0.4 | 3.9 | 9.8 | 6.4 | 0.0 | 41.3 |
| | | | TOTAL | | 35 | 2434.6 | 28.0 | 17.4 | 13.1 | 0.6 | 13.8 | 11.8 | 2.5 | 1.6 | 0.0 | 11.2 |
| 4048 | FL | Merritt Is-Consol Agency | DR | | 28 | 1156.2 | 38.9 | 10.5 | 13.4 | 17.9 | 9.2 | 8.7 | 0.0 | 0.9 | 0.1 | 0.2 |
| 4032 | FL | S Daytona-E Volusia TA | MB | | 25 | 1651.2 | 36.6 | 19.1 | 13.8 | 0.0 | 15.9 | 10.3 | 0.0 | 0.0 | 0.0 | 4.3 |
| | | | DR | | 2 | 98.1 | 49.7 | 9.0 | 16.4 | 0.0 | 15.8 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 622.3 | 9.4 | 1.8 | 14.2 | 35.2 | 0.8 | 7.2 | 5.7 | 10.7 | 0.0 | 14.9 |
| | | | TOTAL | | 27 | 2371.6 | 30.0 | 14.2 | 14.0 | 9.2 | 11.9 | 9.4 | 1.5 | 2.8 | 0.0 | 6.9 |

*Includes expenses for contracts with public agencies and/or private carriers.

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Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

**TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4036 | FL | Tallahassee-TALTRAN | MB | | 36 | 2632.5 | 27.7 | 20.1 | 15.8 | 5.6 | 13.5 | 11.9 | 2.6 | 1.5 | 0.0 | 1.4 |
| | | | DR | | 8 | 190.6 | 37.1 | 19.8 | 8.9 | 1.8 | 17.1 | 14.1 | 0.2 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | | 44 | 2823.1 | 28.3 | 20.0 | 15.3 | 5.3 | 13.7 | 12.0 | 2.4 | 1.4 | 0.0 | 1.4 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | | 49 | 4815.4 | 31.9 | 16.1 | 21.2 | 6.3 | 11.1 | 7.0 | 1.1 | 5.0 | 0.0 | 0.4 |
| 4023 | GA | Augusta TD | MB | | 20 | 1748.6 | 32.1 | 17.4 | 19.4 | 3.9 | 14.5 | 7.9 | 1.7 | 2.8 | 0.0 | 0.4 |
| | | | DR | | 6 | 31.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 26 | 1780.5 | 31.5 | 17.1 | 19.0 | 3.8 | 14.2 | 7.7 | 1.6 | 2.8 | 1.8 | 0.4 |
| 4024 | GA | Columbus-METRA | MB | | 31 | 2250.6 | 33.5 | 17.7 | 9.9 | 8.5 | 17.7 | 10.0 | 1.9 | 0.3 | 0.0 | 0.6 |
| | | | DR | | 2 | 7.6 | 29.4 | 27.2 | 9.7 | 0.0 | 10.7 | 9.9 | 1.4 | 0.1 | 0.0 | 11.6 |
| | | | TOTAL | | 33 | 2258.2 | 33.5 | 17.7 | 9.9 | 8.5 | 17.7 | 10.0 | 1.8 | 0.3 | 0.0 | 0.6 |
| 4025 | GA | Savannah TA | MB | | 39 | 4006.6 | 29.6 | 21.5 | 15.6 | 3.6 | 9.3 | 14.4 | 1.3 | 2.7 | 0.0 | 1.9 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | | 30 | 2040.3 | 33.4 | 16.2 | 20.7 | 2.4 | 14.4 | 7.9 | 4.2 | 1.1 | 0.0 | -0.2 |
| | | | DR | | 3 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 33 | 2130.4 | 32.0 | 15.5 | 19.8 | 2.3 | 13.8 | 7.6 | 4.0 | 1.1 | 4.2 | -0.2 |
| 7018 | IA | City of Iowa City Transit | MB | | 19 | 1794.3 | 45.7 | 3.2 | 10.1 | 17.4 | 17.8 | 2.8 | 0.9 | 1.3 | 0.0 | 0.8 |
| | | | DR | | 10 | 105.3 | 0.0 | 2.8 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.2 | 0.0 |
| | | | TOTAL | | 29 | 1899.7 | 43.2 | 3.1 | 9.6 | 16.4 | 16.8 | 2.7 | 0.9 | 1.2 | 5.3 | 0.7 |
| 7012 | IA | Sioux City TS | MB | | 19 | 1374.7 | 36.6 | 12.7 | 26.0 | 2.8 | 9.2 | 5.3 | 2.6 | 4.2 | 0.0 | 0.5 |
| | | | DR | | 7 | 51.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 26 | 1425.7 | 35.3 | 12.3 | 25.1 | 2.7 | 8.9 | 5.1 | 2.6 | 4.0 | 3.6 | 0.5 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | | 21 | 1472.5 | 33.8 | 18.7 | 7.3 | 16.1 | 9.3 | 8.2 | 2.5 | 3.0 | 0.0 | 1.3 |
| | | | DR | | 19 | 292.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 40 | 1765.1 | 28.2 | 15.6 | 6.1 | 13.4 | 7.7 | 6.8 | 2.1 | 2.5 | 16.6 | 1.1 |
| 0011 | ID | Boise-Urban Stages | MB | | 23 | 1622.3 | 31.8 | 12.8 | 21.8 | 11.4 | 10.7 | 5.3 | 2.0 | 2.4 | 0.0 | 1.8 |
| | | | DR | | 4 | 115.3 | 32.0 | 18.7 | 15.5 | 14.6 | 10.2 | 3.9 | 0.0 | 3.6 | 0.0 | 1.4 |
| | | | TOTAL | | 27 | 1737.5 | 31.8 | 13.2 | 21.4 | 11.6 | 10.6 | 5.2 | 1.8 | 2.5 | 0.0 | 1.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5060 | IL | Champaign-Urbana MTD | MB | | 40 | 4066.0 | 31.3 | 22.5 | 16.3 | 2.5 | 9.7 | 10.6 | 2.1 | 1.6 | 0.0 | 3.4 |
| 5061 | IL | Decatur Public TS | MB | | 22 | 1080.6 | 40.0 | 17.3 | 18.4 | 0.4 | 14.2 | 8.7 | 0.0 | 1.0 | 0.0 | 0.0 |
| | | | DR | | 3 | 61.5 | 19.6 | 6.2 | 8.2 | 0.1 | 3.6 | 1.3 | 0.0 | 0.8 | 60.2 | 0.0 |
| | | | | JE | - | 413.9 | 0.0 | 24.3 | 13.7 | 22.8 | 0.7 | 3.9 | 9.1 | 7.6 | 0.0 | 17.9 |
| | | | TOTAL | | 25 | 1556.1 | 28.6 | 18.7 | 16.7 | 6.4 | 10.2 | 7.1 | 2.4 | 2.8 | 2.4 | 4.8 |
| 5075 | IL | Joliet Mass TD | MB | | 31 | 2029.2 | 43.7 | 23.3 | 24.9 | 3.6 | 0.4 | 2.3 | 1.5 | 0.2 | 0.0 | 0.1 |
| | | | DR | | 11 | 337.0 | 32.9 | 22.2 | 18.9 | 2.3 | 16.3 | 2.9 | 4.0 | 0.0 | 0.0 | 0.6 |
| | | | TOTAL | | 42 | 2366.2 | 42.2 | 23.2 | 24.0 | 3.4 | 2.7 | 2.4 | 1.8 | 0.1 | 0.0 | 0.2 |
| 5057 | IL | Rock Island County MTD | MB | | 32 | 3029.6 | 33.9 | 14.9 | 18.7 | 6.4 | 9.8 | 10.8 | 1.6 | 2.4 | 0.0 | 1.5 |
| 5059 | IL | Springfield MTD | MB | | 35 | 2951.3 | 35.8 | 19.0 | 21.8 | 3.7 | 7.7 | 8.0 | 1.3 | 1.9 | 0.0 | 0.6 |
| | | | DR | | 4 | 134.5 | 0.0 | 13.8 | 3.9 | 0.0 | 8.5 | 5.1 | 0.0 | 0.0 | 68.7 | 0.0 |
| | | | TOTAL | | 39 | 3085.8 | 34.2 | 18.8 | 21.1 | 3.6 | 7.8 | 7.9 | 1.3 | 1.8 | 3.0 | 0.6 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | | 28 | 2341.3 | 42.2 | 19.2 | 27.1 | 2.4 | 0.1 | 7.0 | 1.5 | 0.0 | 0.0 | 0.4 |
| 5045 | IN | Gary PTC | MB | | 26 | 4726.6 | 33.3 | 17.0 | 14.2 | 7.6 | 10.3 | 9.7 | 2.2 | 4.4 | 0.0 | 1.3 |
| 5048 P | IN | Hammand-Lake County EOC | DR | | 26 | 583.3 | 34.7 | 8.7 | 14.2 | 5.2 | 14.2 | 12.4 | 2.4 | 4.9 | 0.0 | 3.2 |
| 5104 | IN | N Indiana Commuter TD | CR | | 36 | 4974.9 | 0.0 | 1.5 | 0.8 | 0.0 | 0.0 | 2.8 | 24.4 | 0.0 | 70.5 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | | 44 | 3685.0 | 30.3 | 13.7 | 24.3 | 5.4 | 13.4 | 7.7 | 1.6 | 0.2 | 0.0 | 3.4 |
| | | | DR | | 5 | 235.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 49 | 3920.4 | 28.5 | 12.9 | 22.9 | 5.1 | 12.6 | 7.2 | 1.5 | 0.2 | 6.0 | 3.2 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | | 27 | 2789.7 | 29.8 | 19.4 | 18.1 | 3.8 | 12.2 | 7.3 | 0.5 | 6.2 | 0.0 | 2.7 |
| 6024 | LA | Shreveport Area TS | MB | | 43 | 4404.6 | 34.4 | 15.9 | 22.0 | 4.8 | 11.5 | 6.5 | 0.9 | 2.1 | 0.0 | 1.8 |
| | | | DR | | 2 | 76.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 45 | 4481.5 | 33.8 | 15.6 | 21.6 | 4.7 | 11.3 | 6.4 | 0.9 | 2.1 | 1.7 | 1.8 |
| 1061 | MA | Fitchbrg-Montachusett RTA | MB | | 22 | 885.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 9 | 124.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 154.3 | 0.0 | 28.6 | 0.0 | 53.4 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 14.1 |
| | | | TOTAL | | 31 | 1164.1 | 0.0 | 3.8 | 0.0 | 7.1 | 0.0 | 0.0 | 0.5 | 0.0 | 86.7 | 1.9 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 1005 | MA | Lowell RTA | MB | | 23 | 1672.8 | 31.1 | 19.3 | 15.8 | 9.2 | 9.2 | 5.2 | 3.6 | 3.6 | 1.4 | 1.6 |
| | | | DR | | 14 | 320.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 37 | 1992.8 | 26.1 | 16.2 | 13.2 | 7.7 | 7.8 | 4.4 | 3.0 | 3.0 | 17.2 | 1.4 |
| 1013 | MA | Merrimack Valley TA | MB | | 23 | 1745.8 | 32.3 | 15.6 | 18.7 | 6.0 | 9.2 | 8.2 | 3.1 | 3.7 | 0.0 | 3.3 |
| | | | DR | | 22 | 439.0 | 12.5 | 11.0 | 2.9 | 6.6 | 3.7 | 0.0 | 1.4 | 1.1 | 60.8 | 0.1 |
| | | | | JE | - | 179.3 | 0.0 | 29.5 | 2.7 | 58.5 | 0.0 | 1.9 | 4.1 | 0.4 | 0.0 | 2.8 |
| | | | TOTAL | | 45 | 2364.2 | 26.2 | 15.8 | 14.6 | 10.1 | 7.5 | 6.2 | 2.9 | 2.9 | 11.3 | 2.7 |
| 1016 | ME | Gr Portland Transit Dist | MB | | 38 | 2760.6 | 32.7 | 18.1 | 20.9 | 1.5 | 8.4 | 10.9 | 2.8 | 3.4 | 0.0 | 1.4 |
| 5034 P | MI | Jackson PTC | MB | | 16 | 964.2 | 21.7 | 22.5 | 10.8 | 2.4 | 10.5 | 20.3 | 4.5 | 3.5 | 0.0 | 3.8 |
| | | | DR | | 13 | 552.2 | 27.6 | 28.1 | 12.9 | 4.3 | 9.1 | 8.9 | 3.3 | 2.9 | 0.0 | 2.9 |
| | | | TOTAL | | 29 | 1516.4 | 23.8 | 24.5 | 11.5 | 3.1 | 10.0 | 16.2 | 4.1 | 3.3 | 0.0 | 3.5 |
| 5035 | MI | Kalamazoo Metro TS | MB | | 39 | 3427.3 | 25.6 | 16.2 | 24.4 | 9.4 | 10.5 | 7.9 | 2.4 | 1.9 | 0.0 | 1.7 |
| 5039 | MI | Saginaw TS | MB | | 31 | 1548.2 | 25.6 | 21.2 | 14.3 | 7.0 | 15.1 | 9.3 | 3.9 | 2.4 | 0.0 | 1.2 |
| | | | DR | | 5 | 139.7 | 30.7 | 15.2 | 13.2 | 10.7 | 8.3 | 10.5 | 5.9 | 3.6 | 0.0 | 1.9 |
| | | | TOTAL | | 36 | 1687.9 | 26.1 | 20.7 | 14.2 | 7.3 | 14.5 | 9.4 | 4.1 | 2.5 | 0.0 | 1.3 |
| 7003 | MO | Springfield City Utility | MB | | 23 | 1651.4 | 45.0 | 10.5 | 23.7 | 0.0 | 13.1 | 6.2 | 0.0 | 1.5 | 0.0 | 0.0 |
| | | | DR | | 3 | 170.9 | 49.4 | 8.3 | 24.7 | 0.0 | 10.4 | 4.7 | 0.0 | 2.5 | 0.0 | 0.0 |
| | | | | JE | - | 835.1 | 0.0 | 54.6 | 23.4 | 3.0 | 0.0 | 11.2 | 0.0 | 4.7 | 0.0 | 3.2 |
| | | | TOTAL | | 26 | 2657.4 | 31.1 | 24.2 | 23.7 | 0.9 | 8.8 | 7.7 | 0.0 | 2.6 | 0.0 | 1.0 |
| 4015 | MS | Jackson-JATRAN | MB | | 31 | 2290.9 | 28.5 | 18.9 | 16.1 | 3.8 | 11.1 | 15.6 | 1.7 | 1.6 | 0.0 | 2.6 |
| | | | DR | | 7 | 323.7 | 38.4 | 19.2 | 19.2 | 5.2 | 6.7 | 4.9 | 2.3 | 1.2 | 0.0 | 2.8 |
| | | | TOTAL | | 38 | 2614.6 | 29.7 | 18.9 | 16.5 | 4.0 | 10.5 | 14.3 | 1.8 | 1.5 | 0.0 | 2.7 |
| 8004 | MT | Billings Metro Transit | MB | | 18 | 1140.2 | 34.9 | 9.7 | 11.0 | 9.8 | 11.9 | 13.7 | 3.4 | 1.0 | 0.0 | 4.6 |
| | | | DR | | 13 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 31 | 1157.2 | 34.4 | 9.6 | 10.8 | 9.6 | 11.7 | 13.5 | 3.3 | 0.9 | 1.5 | 4.6 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4051 | NC | Chapel Hill Transit | MB | | 28 | 1284.4 | 45.5 | 5.8 | 21.8 | 0.1 | 13.9 | 10.0 | 0.0 | 2.9 | 0.0 | 0.0 |
| | | | DR | | 5 | 175.8 | 21.1 | 17.8 | 16.5 | 0.0 | 4.0 | 1.9 | 0.0 | 2.2 | 36.6 | 0.0 |
| | | | | JE | - | 559.6 | 0.0 | 41.5 | 17.6 | 27.2 | 1.5 | 3.5 | 4.4 | 0.5 | 0.0 | 3.8 |
| | | | TOTAL | | 33 | 2019.7 | 30.8 | 16.7 | 20.2 | 7.6 | 9.6 | 7.4 | 1.2 | 2.2 | 3.2 | 1.1 |
| 1002 | NH | Manchester TA | MB | | 30 | 2084.2 | 32.2 | 22.3 | 19.9 | 2.1 | 8.6 | 8.0 | 2.7 | 3.7 | 0.0 | 0.6 |
| | | | DR | | 2 | 86.0 | 39.3 | 28.7 | 18.8 | 0.0 | 7.0 | 4.4 | 0.0 | 1.8 | 0.0 | 0.0 |
| | | | TOTAL | | 32 | 2170.2 | 32.5 | 22.5 | 19.9 | 2.0 | 8.6 | 7.8 | 2.6 | 3.6 | 0.0 | 0.6 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | | 32 | 474.1 | 24.6 | 9.4 | 6.3 | 4.5 | 7.3 | 1.1 | 0.0 | 0.4 | 45.4 | 1.1 |
| 9045 P | NV | Las Vegas Transit | MB | | 25 | 3173.1 | 29.1 | 17.4 | 14.9 | 6.1 | 10.4 | 7.6 | 0.8 | 5.3 | 0.0 | 8.4 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | | 25 | 656.7 | 37.4 | 16.3 | 9.9 | 15.9 | 12.1 | 4.3 | 1.1 | 2.3 | 0.0 | 0.6 |
| 9001 | NV | Reno-RTC of Washoe | MB | | 30 | 3352.9 | 31.8 | 19.3 | 14.8 | 7.0 | 10.7 | 8.3 | 1.8 | 3.0 | 0.0 | 3.4 |
| 2003 | NY | Broome Cnty Pub Trans | MB | | 36 | 2063.3 | 45.5 | 7.0 | 25.7 | 0.7 | 14.1 | 6.5 | 0.0 | 0.0 | 0.0 | 0.4 |
| | | | DR | | 9 | 353.5 | 17.1 | 5.6 | 7.9 | 1.2 | 8.8 | 2.3 | 0.4 | 0.0 | 56.6 | 0.2 |
| | | | | JE | - | 888.3 | 0.5 | 33.0 | 16.8 | 23.9 | 4.8 | 1.9 | 5.5 | 10.9 | 0.0 | 2.9 |
| | | | TOTAL | | 45 | 3305.1 | 30.4 | 13.9 | 21.4 | 7.0 | 11.0 | 4.8 | 1.5 | 2.9 | 6.1 | 1.1 |
| 2099 | NY | Staten Island Rapid Trans | CR | | 36 | 12383.3 | 19.4 | 35.2 | 24.2 | C2 | 0.0 | 7.8 | 11.0 | 3.4 | 0.0 | -1.1 |
| 2021 | NY | Utica TA | MB | | 33 | 2215.1 | 41.5 | 24.8 | 18.2 | 0.0 | 9.6 | 4.4 | 0.0 | 0.0 | 0.0 | 1.5 |
| | | | DR | | 1 | 22.5 | 20.5 | 48.4 | 14.3 | 0.0 | 2.3 | 8.5 | 0.4 | 0.0 | 0.0 | 5.6 |
| | | | | JE | - | 292.4 | 0.0 | 0.0 | 0.0 | 15.5 | 0.0 | 26.0 | 17.1 | 41.3 | 0.0 | 0.0 |
| | | | TOTAL | | 34 | 2529.9 | 36.5 | 22.1 | 16.0 | 1.8 | 8.4 | 7.0 | 2.0 | 4.8 | 0.0 | 1.4 |
| 5011 | OH | Canton RTA | MB | | 39 | 3935.9 | 28.3 | 16.5 | 22.1 | 9.1 | 8.1 | 8.3 | 3.9 | 1.6 | 0.0 | 2.2 |
| 5024 | OH | Youngstown-Western Res | MB | | 34 | 3494.4 | 27.5 | 19.8 | 29.5 | 1.1 | 7.6 | 8.6 | 0.0 | 2.4 | 0.0 | 3.4 |
| | | | DR | | 4 | 147.4 | 37.5 | 9.8 | 34.9 | 0.7 | 10.4 | 3.6 | 0.0 | 3.0 | 0.0 | 0.2 |
| | | | | JE | - | 282.8 | 0.0 | 0.0 | 0.0 | 71.5 | 0.0 | 0.0 | 28.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 38 | 3924.5 | 25.9 | 18.0 | 27.6 | 6.2 | 7.1 | 7.8 | 2.1 | 2.3 | 0.0 | 3.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

### TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0025 | OR | Salem Area MTD | MB | | 41 | 3446.1 | 33.6 | 21.2 | 21.0 | 4.7 | 7.9 | 7.0 | 0.8 | 2.3 | 0.0 | 1.5 |
| | | | DR | | 3 | 69.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 44 | 3515.3 | 32.9 | 20.8 | 20.6 | 4.6 | 7.7 | 6.8 | 0.8 | 2.2 | 2.0 | 1.5 |
| 3011 | PA | Altoona-Amtran | MB | | 24 | 1355.2 | 32.4 | 14.4 | 22.4 | 9.2 | 9.7 | 5.6 | 1.7 | 2.6 | 0.0 | 2.0 |
| | | | DR | | 1 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 25 | 1369.0 | 32.1 | 14.2 | 22.1 | 9.1 | 9.6 | 5.6 | 1.7 | 2.6 | 1.0 | 1.9 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | | 43 | 4232.7 | 38.4 | 15.1 | 20.5 | 2.1 | 11.0 | 7.3 | 1.8 | 3.5 | 0.0 | 0.3 |
| | | | DR | | 2 | 31.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 45 | 4264.6 | 38.1 | 15.0 | 20.3 | 2.1 | 10.9 | 7.2 | 1.8 | 3.4 | 0.7 | 0.3 |
| 3018 | PA | Lancaster-Red Rose TA | MB | | 30 | 2092.6 | 38.7 | 16.1 | 21.3 | 1.4 | 11.4 | 5.3 | 1.5 | 2.9 | 0.0 | 1.3 |
| | | | DR | | 0 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 30 | 2108.2 | 38.4 | 16.0 | 21.2 | 1.4 | 11.3 | 5.3 | 1.5 | 2.8 | 0.7 | 1.3 |
| 3025 | PA | Scranton-Lackawanna TA | MB | | 26 | 3326.8 | 30.0 | 13.0 | 23.0 | 1.2 | 10.8 | 15.9 | 2.4 | 3.2 | 0.0 | 0.3 |
| 3054 | PA | St College-Centre ArTAu | MB | | 20 | 1193.4 | 36.3 | 19.2 | 11.5 | 4.8 | 12.0 | 7.6 | 1.6 | 4.0 | 0.0 | 2.9 |
| | | | DR | | 9 | 39.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 29 | 1232.4 | 35.2 | 18.6 | 11.2 | 4.7 | 11.6 | 7.4 | 1.6 | 3.9 | 3.2 | 2.8 |
| 4053 | SC | Greenville TA | MB | | 23 | 1207.9 | 29.6 | 23.2 | 8.4 | 5.6 | 16.8 | 7.0 | 1.1 | 3.6 | 0.0 | 4.7 |
| | | | DR | | 5 | 199.1 | 0.3 | 14.1 | 1.8 | 4.2 | 6.0 | 4.2 | 0.7 | 1.5 | 60.5 | 6.8 |
| | | | TOTAL | | 28 | 1407.0 | 25.4 | 21.9 | 7.5 | 5.4 | 15.2 | 6.6 | 1.1 | 3.3 | 8.6 | 5.0 |
| 8014 | SD | Rapid City Transit System | DR | | 25 | 209.6 | 25.8 | 27.2 | 10.9 | 4.2 | 16.8 | 6.0 | 0.6 | 8.6 | 0.0 | 0.0 |
| 6010 | TX | City of Lubbock | MB | | 23 | 765.5 | 67.1 | 0.0 | 0.0 | 2.3 | 30.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 3 | 60.6 | 77.2 | 0.0 | 0.0 | 0.0 | 22.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 1108.2 | 0.0 | 33.1 | 26.5 | 8.6 | 1.6 | 12.5 | 3.9 | 5.6 | 0.0 | 8.1 |
| | | | TOTAL | | 26 | 1934.3 | 29.0 | 19.0 | 15.2 | 5.8 | 13.7 | 7.2 | 2.2 | 3.2 | 0.0 | 4.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

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Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | | 25 | 2039.6 | 29.4 | 17.2 | 15.6 | 9.6 | 12.0 | 7.1 | 2.5 | 1.6 | 0.0 | 4.8 |
| 0021 | WA | Bellingham Muni Transit | MB | | 24 | 1684.0 | 30.6 | 21.5 | 23.3 | 4.2 | 5.6 | 6.8 | 0.9 | 3.1 | 0.0 | 4.0 |
| | | | DR | | 6 | 130.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 30 | 1814.0 | 28.4 | 20.0 | 21.6 | 3.9 | 5.2 | 6.3 | 0.8 | 2.9 | 7.2 | 3.7 |
| 0005 | WA | City of Everett Trans. | MB | | 31 | 2946.0 | 38.1 | 5.8 | 19.7 | 18.1 | 5.9 | 1.3 | 0.5 | 3.8 | 0.0 | 6.7 |
| | | | VP | | 1 | 6.1 | 0.0 | 0.0 | 0.0 | 47.5 | 22.6 | 29.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 3 | 128.2 | 33.5 | 7.7 | 12.4 | 19.8 | 6.7 | 2.3 | 0.4 | 6.5 | 0.0 | 10.8 |
| | | | TOTAL | | 35 | 3080.3 | 37.8 | 5.8 | 19.4 | 18.2 | 6.0 | 1.4 | 0.5 | 3.9 | 0.0 | 6.9 |
| 0019 | WA | Olympia-Intercity Transit | MB | | 30 | 3223.5 | 32.1 | 19.9 | 21.1 | 10.5 | 6.9 | 5.7 | 1.7 | 1.7 | 0.0 | 0.3 |
| 0006 | WA | Yakima-Transit Fund | MB | | 12 | 1432.5 | 36.7 | 6.6 | 12.2 | 34.6 | 6.2 | 1.8 | 0.0 | 1.1 | 0.0 | 0.7 |
| | | | DR | | 18 | 257.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 30 | 1689.6 | 31.1 | 5.6 | 10.4 | 29.4 | 5.3 | 1.5 | 0.0 | 1.0 | 15.2 | 0.6 |
| 5001 | WI | Appleton-Valley Transit | MB | | 32 | 2014.6 | 36.2 | 14.8 | 22.8 | 1.8 | 10.0 | 9.8 | 2.0 | 2.0 | 0.0 | 0.7 |
| 5006 | WI | Belle Urban System | MB | | 33 | 2519.9 | 37.4 | 11.6 | 22.8 | 5.5 | 12.8 | 5.4 | 1.8 | 1.9 | 0.0 | 0.8 |
| | | | DR | | 7 | 125.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 40 | 2644.9 | 35.6 | 11.0 | 21.7 | 5.2 | 12.2 | 5.2 | 1.7 | 1.8 | 4.7 | 0.8 |
| 5003 | WI | Kenosha Transit Comm | MB | | 26 | 1664.8 | 34.2 | 16.9 | 23.7 | 2.3 | 9.0 | 10.6 | 1.5 | 1.6 | 0.0 | 0.2 |
| | | | DR | | 2 | 52.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 28 | 1717.3 | 33.2 | 16.4 | 23.0 | 2.2 | 8.8 | 10.2 | 1.4 | 1.5 | 3.1 | 0.2 |
| 5004 | WI | La Crosse Municipal TU | MB | | 24 | 1452.1 | 41.5 | 13.5 | 24.4 | 0.2 | 11.3 | 6.0 | 2.0 | 0.7 | 0.0 | 0.3 |
| | | | DR | | 4 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 28 | 1470.1 | 41.0 | 13.4 | 24.1 | 0.2 | 11.2 | 6.0 | 2.0 | 0.7 | 1.2 | 0.3 |

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

### TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | | 3 | 31.7 | 37.0 | 9.8 | 7.4 | 0.0 | 28.8 | 10.0 | 2.2 | 0.0 | 0.0 | 4.8 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | | 9 | 646.2 | 43.7 | 18.7 | 13.2 | 5.5 | 6.4 | 11.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| 9044 | CA | Arcadia Dial-A-Ride | DR | | 14 | 610.5 | 0.0 | 3.0 | 1.5 | 4.6 | 0.0 | 0.2 | 0.0 | 0.0 | 89.9 | 0.8 |
| 9084 | CA | Caltrans/Los Angeles | CR | | 18 | 293.9 | 0.0 | C2 | 0.0 | C2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9085 | CA | Caltrans/San Diego | CR | | 12 | 36.9 | 0.0 | C2 | 0.0 | C2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 9043 | CA | City of Commerce | MB | | 6 | 489.4 | 57.9 | 0.0 | 13.1 | 17.5 | 9.9 | 1.3 | 0.0 | 0.0 | 0.0 | 0.4 |
| | | | DR | | 1 | 25.6 | 51.3 | 0.0 | 4.5 | 0.0 | 15.6 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 322.6 | 0.0 | 36.2 | 14.6 | 9.8 | 0.5 | 20.5 | 0.0 | 13.7 | 0.0 | 4.7 |
| | | | TOTAL | | 7 | 837.6 | 35.4 | 13.9 | 13.4 | 14.0 | 6.5 | 9.5 | 0.0 | 5.3 | 0.0 | 2.0 |
| 9113 | CA | City of El Cerrito | DR | | 2 | 36.4 | 8.4 | 64.1 | 2.1 | 2.5 | 21.6 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | MB | | 4 | 283.5 | 38.7 | 9.8 | 11.2 | 16.4 | 11.2 | 8.7 | 0.4 | 3.5 | 0.0 | 0.0 |
| | | | DR | | 3 | 261.6 | 26.4 | 24.1 | 11.5 | 15.8 | 8.6 | 6.1 | 1.0 | 4.2 | 0.0 | 2.4 |
| | | | TOTAL | | 7 | 545.1 | 32.8 | 16.7 | 11.3 | 16.1 | 10.0 | 7.5 | 0.7 | 3.8 | 0.0 | 1.1 |
| 9050 | CA | City of Simi Valley TS | MB | | 5 | 666.1 | 30.9 | 17.4 | 18.6 | 0.9 | 9.4 | 6.5 | 0.0 | 7.6 | 0.0 | 8.6 |
| | | | DR | | 2 | 53.8 | 41.4 | 10.1 | 21.7 | 0.9 | 8.0 | 2.9 | 0.0 | 7.1 | 0.0 | 8.1 |
| | | | TOTAL | | 7 | 719.9 | 31.7 | 16.9 | 18.8 | 0.9 | 9.3 | 6.2 | 0.0 | 7.6 | 0.0 | 8.6 |
| 9091 | CA | City of Visalia | MB | | 2 | 84.5 | 0.0 | 0.0 | 0.0 | 17.6 | 7.3 | 0.0 | 0.0 | 0.0 | 75.1 | 0.0 |
| | | | DR | | 5 | 200.6 | 0.0 | 0.0 | 0.0 | 15.1 | 10.3 | 0.0 | 0.0 | 0.0 | 74.7 | 0.0 |
| | | | TOTAL | | 7 | 285.1 | 0.0 | 0.0 | 0.0 | 15.8 | 9.4 | 0.0 | 0.0 | 0.0 | 74.8 | 0.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | | 15 | 2666.6 | 31.1 | 4.2 | 14.6 | 30.3 | 8.4 | 4.8 | 0.1 | 5.7 | 0.0 | 0.7 |
| 9024 | CA | La Mirada Dial-A-Ride | DR | | 5 | 387.0 | 0.0 | 14.7 | 2.9 | 10.6 | 11.5 | 6.3 | 1.6 | 0.0 | 52.1 | 0.2 |
| 9119 | CA | Laguna Beach Muni Transit | MB | | 3 | 474.1 | 33.7 | 22.9 | 10.3 | 0.0 | 9.5 | 14.6 | 0.0 | 1.7 | 0.0 | 7.3 |
| 9088 | CA | Napa City Bus | MB | | 8 | 390.1 | 0.0 | 0.0 | 0.0 | 71.3 | 14.0 | 10.2 | 1.1 | 3.4 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | MB | | 17 | 1968.9 | 30.7 | 18.4 | 23.5 | 5.2 | 9.5 | 7.7 | 0.2 | 3.6 | 0.0 | 1.2 |
| | | | DR | | 2 | 175.9 | 29.2 | 25.7 | 26.4 | 4.6 | 7.2 | 2.4 | 0.3 | 2.7 | 0.0 | 1.5 |
| | | | TOTAL | | 19 | 2144.8 | 30.6 | 19.0 | 23.8 | 5.1 | 9.3 | 7.3 | 0.2 | 3.5 | 0.0 | 1.2 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | | 22 | 3081.4 | 28.9 | 18.3 | 22.7 | 5.2 | 8.5 | 10.6 | 0.7 | 2.4 | 0.0 | 2.8 |
| 9079 | CA | Palm Springs-Sunline TA | MB | | 17 | 637.2 | 61.1 | 0.0 | 0.0 | 2.6 | 27.7 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 7 | 83.6 | 74.6 | 0.0 | 0.0 | 0.0 | 21.0 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 1526.4 | 5.7 | 33.4 | 29.7 | 9.9 | 2.5 | 9.7 | 1.7 | 6.2 | 0.0 | 1.2 |
| | | | TOTAL | | 24 | 2247.2 | 24.0 | 22.7 | 20.2 | 7.5 | 10.3 | 9.2 | 1.2 | 4.2 | 0.0 | 0.8 |
| 9063 | CA | Redondo Beach-DAR | DR | | 2 | 111.8 | 0.0 | 21.5 | 7.3 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 69.0 | 0.0 |
| 9086 | CA | Riverside Specl Trans Svc | DR | | 14 | 500.0 | 35.0 | 9.6 | 13.7 | 17.3 | 14.0 | 0.4 | 0.0 | 10.0 | 0.0 | 0.0 |
| 9055 | CA | Salinas-Cnty of Monterey | DR | | 3 | 110.3 | 0.0 | 8.6 | 4.3 | 2.6 | 0.0 | 1.9 | 0.0 | 0.0 | 82.5 | 0.1 |
| 9054 | CA | San Diego Trolley | SC | | 18 | 4922.6 | 12.7 | 29.2 | 7.3 | 15.6 | 0.1 | 6.3 | 22.2 | 4.7 | 0.0 | 2.0 |
| 9083 P | CA | San Jose-MTC-Rides | VP | | 13 | 59.9 | 0.0 | 15.6 | 2.4 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 26.7 | 10.9 |
| 9087 | CA | Santa Maria Area Transit | MB | | 4 | 292.7 | 0.0 | 0.0 | 0.0 | 1.8 | 11.2 | 13.0 | 0.0 | 5.5 | 65.2 | 3.3 |
| | | | DR | | 3 | 80.6 | 0.0 | 0.0 | 0.0 | 1.5 | 8.2 | 10.7 | 0.0 | 5.6 | 66.2 | 7.7 |
| | | | | JE | - | 37.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 0.0 | 9.1 | 40.7 | 41.8 |
| | | | TOTAL | | 7 | 410.4 | 0.0 | 0.0 | 0.0 | 1.6 | 9.6 | 12.2 | 0.0 | 5.9 | 63.1 | 7.6 |
| 9017 | CA | Santa Rosa Muni Transit | MB | | 11 | 1250.0 | 35.2 | 8.4 | 9.6 | 19.9 | 11.1 | 1.2 | 0.1 | 6.1 | 0.0 | 8.4 |
| | | | DR | | 5 | 61.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 16 | 1311.2 | 33.5 | 8.0 | 9.2 | 18.9 | 10.5 | 1.2 | 0.1 | 5.8 | 4.7 | 8.1 |
| 9089 | CA | Sonoma County Transit | MB | | 20 | 1875.4 | 0.0 | 0.0 | 0.0 | 19.3 | 9.7 | 5.7 | 2.5 | 3.9 | 57.9 | 1.0 |
| 9090 | CA | Woodland-Yolobus | MB | | 11 | 1025.0 | 0.0 | 3.9 | 1.6 | 2.5 | 0.0 | 0.9 | 0.0 | 0.0 | 90.8 | 0.1 |
| 9061 | CA | Yuba City-Hub Area TAu | MB | | 9 | 492.9 | 0.0 | 7.1 | 0.7 | 2.0 | 10.1 | 2.1 | 0.0 | 0.3 | 76.5 | 1.2 |
| | | | DR | | 6 | 376.4 | 0.0 | 7.1 | 0.7 | 2.0 | 10.1 | 2.1 | 0.0 | 0.3 | 76.5 | 1.2 |
| | | | TOTAL | | 15 | 869.3 | 0.0 | 7.1 | 0.7 | 2.0 | 10.1 | 2.1 | 0.0 | 0.3 | 76.5 | 1.2 |
| 8010 | CO | City of Greeley | MB | | 13 | 588.0 | 41.2 | 13.5 | 9.0 | 0.0 | 14.5 | 21.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 2 | 124.1 | 55.8 | 17.3 | 12.0 | 0.0 | 7.2 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 177.9 | 0.0 | 55.2 | 9.2 | 5.9 | 0.0 | 4.8 | 16.3 | 0.0 | 0.0 | 8.6 |
| | | | TOTAL | | 15 | 890.0 | 35.0 | 22.3 | 9.5 | 1.2 | 10.6 | 16.5 | 3.3 | 0.0 | 0.0 | 1.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 8011 | CO | Fort Collins-Transport | MB | | 11 | 674.3 | 26.3 | 22.1 | 6.0 | 11.8 | 11.8 | 10.1 | 4.7 | 2.0 | 0.0 | 5.1 |
| 8007 | CO | Pueblo Transportation Co | MB | | 18 | 1164.6 | 32.0 | 18.7 | 11.4 | 12.5 | 10.7 | 3.5 | 3.2 | 7.4 | 0.0 | 0.6 |
| | | | DR | | 3 | 4.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 21 | 1169.1 | 31.9 | 19.0 | 11.3 | 12.4 | 10.7 | 3.5 | 3.2 | 7.4 | 0.0 | 0.6 |
| 1051 | CT | Danbury-Housatonic ART | MB | | 11 | 757.2 | 0.0 | 4.4 | 0.8 | 2.4 | 0.0 | 0.3 | 0.2 | 0.2 | 91.2 | 0.4 |
| | | | DR | | 11 | 330.1 | 0.0 | 1.8 | 0.4 | 1.3 | 0.0 | 0.1 | 0.1 | 0.1 | 96.0 | 0.2 |
| | | | | JE | - | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | TOTAL | | 22 | 1088.2 | 0.0 | 3.6 | 0.7 | 2.1 | 0.0 | 0.2 | 0.2 | 0.1 | 92.5 | 0.5 |
| 1042 | CT | Derby-Valley Transit | DR | | 10 | 585.9 | 28.6 | 29.4 | 12.5 | 2.8 | 8.4 | 8.7 | 4.6 | 4.6 | 0.0 | 0.3 |
| 1049 | CT | Gr New Haven Transit | DR | | 6 | 614.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 1060 | CT | Milford TD | MB | | 4 | 241.5 | 0.0 | 10.4 | 1.8 | 2.4 | 0.0 | 0.0 | 0.0 | 0.5 | 82.0 | 3.0 |
| | | | DR | | 1 | 31.6 | 0.0 | 27.8 | 5.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 63.0 | 4.1 |
| | | | TOTAL | | 5 | 273.1 | 0.0 | 12.4 | 2.2 | 2.1 | 0.0 | 0.0 | 0.0 | 0.4 | 79.8 | 3.1 |
| 1047 P | CT | New Britain Trans | MB | | 8 | 694.3 | 36.2 | 18.1 | 11.2 | 9.8 | 14.4 | 4.6 | 1.2 | 1.8 | 0.0 | 2.8 |
| 1052 P | CT | New Britain Trans/Bristol | MB | | 2 | 172.6 | 34.4 | 18.7 | 11.0 | 9.7 | 15.0 | 5.0 | 1.3 | 1.9 | 0.0 | 2.9 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | | 6 | 236.8 | 41.3 | 12.9 | 10.6 | 1.6 | 21.9 | 7.2 | 2.1 | 2.3 | 0.0 | 0.1 |
| 1040 | CT | Norwich-Southeast Area | MB | | 17 | 1203.6 | 33.8 | 16.3 | 15.1 | 3.8 | 15.5 | 11.7 | 2.8 | 0.2 | 0.0 | 0.7 |
| 1056 P | CT | Stamford-Conn Transit | MB | | 20 | 2640.7 | 33.6 | 18.5 | 18.4 | 5.8 | 8.6 | 8.6 | 2.9 | 2.0 | 0.0 | 1.6 |
| 1041 | CT | Westport TD | MB | | 15 | 330.5 | 83.9 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 1 | 15.2 | 83.9 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 360.4 | 16.3 | 26.6 | 4.5 | 1.7 | 21.1 | 12.7 | 1.6 | 12.7 | 0.0 | 2.8 |
| | | | TOTAL | | 16 | 706.1 | 49.4 | 13.6 | 10.2 | 0.9 | 10.8 | 6.5 | 0.8 | 6.5 | 0.0 | 1.4 |
| 3047 | DE | Dover-Delaware TA | MB | | 3 | 100.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4038 | FL | Escambia County TSys | MB | | 18 | 1906.0 | 26.5 | 19.5 | 14.0 | 8.6 | 11.7 | 14.8 | 1.8 | 1.6 | 0.0 | 1.5 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| | | UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | |
| 4028 | FL | Fort Myers-Lee County TS | MB | | 16 | 1526.7 | 27.5 | 15.4 | 12.5 | 15.0 | 13.1 | 11.2 | 1.4 | 2.1 | 0.0 | 1.9 |
| 4031 | FL | Lakeland Area MTD | MB | | 11 | 526.0 | 27.9 | 19.5 | 7.4 | 3.1 | 18.5 | 13.2 | 0.4 | 7.2 | 0.0 | 2.8 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | | 16 | 1342.1 | 29.2 | 18.4 | 18.1 | 1.3 | 14.0 | 9.9 | 1.0 | 5.0 | 0.0 | 3.0 |
| 4050 | FL | Smyrna TS | MB | | 4 | 126.4 | 26.8 | 13.9 | 12.6 | 0.0 | 12.2 | 20.9 | 3.2 | 7.8 | 0.0 | 2.6 |
| 4021 | GA | Albany TS | MB | | 10 | 611.9 | 35.0 | 12.0 | 16.7 | 0.2 | 21.7 | 9.9 | 0.0 | 2.6 | 0.0 | 2.0 |
| | | | DR | | 1 | 32.4 | 0.0 | 12.4 | 3.8 | 69.9 | 4.2 | 7.4 | 0.0 | 1.9 | 0.0 | 0.5 |
| | | | | JE | - | 223.1 | 0.0 | 43.5 | 7.0 | 37.2 | 0.7 | 3.8 | 6.8 | 0.8 | 0.0 | 0.2 |
| | | | TOTAL | | 11 | 867.4 | 24.7 | 20.1 | 13.7 | 12.3 | 15.6 | 8.3 | 1.7 | 2.1 | 0.0 | 1.5 |
| 4047 | GA | Athens TS | MB | | 10 | 736.1 | 26.3 | 16.3 | 12.6 | 13.3 | 12.5 | 13.5 | 1.4 | 3.0 | 0.0 | 1.2 |
| 4058 | GA | Rome TD | MB | | 20 | 1035.5 | 26.2 | 21.2 | 17.4 | 6.4 | 12.2 | 4.7 | 1.9 | 3.0 | 0.0 | 6.9 |
| 7007 | IA | Bettendorf TS | MB | | 3 | 241.6 | 40.4 | 20.0 | 13.4 | 13.6 | 9.5 | 0.5 | 0.0 | 1.7 | 0.0 | 1.1 |
| | | | DR | | 5 | 50.7 | 23.3 | 12.7 | 8.2 | 9.8 | 7.9 | 2.7 | 0.0 | 1.2 | 33.2 | 1.0 |
| | | | TOTAL | | 8 | 292.3 | 37.4 | 18.7 | 12.5 | 12.9 | 9.2 | 0.9 | 0.0 | 1.6 | 5.8 | 1.0 |
| 7011 | IA | City of Dubuque-Keyline | MB | | 20 | 1284.0 | 33.0 | 15.3 | 23.8 | 1.7 | 9.4 | 8.7 | 3.6 | 3.9 | 0.0 | 0.6 |
| | | | DR | | 2 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 22 | 1310.2 | 32.4 | 15.0 | 23.4 | 1.7 | 9.2 | 8.6 | 3.5 | 3.8 | 2.0 | 0.6 |
| 7030 | IA | Coralville Iowa Transit | MB | | 7 | 554.7 | 47.9 | 3.5 | 9.2 | 1.8 | 10.3 | 8.7 | 1.5 | 4.1 | 0.0 | 13.0 |
| | | | DR | | 1 | 9.3 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 96.5 | 0.0 |
| | | | TOTAL | | 8 | 564.0 | 47.1 | 3.5 | 9.0 | 1.8 | 10.2 | 8.5 | 1.5 | 4.0 | 1.6 | 12.8 |
| 7009 | IA | Davenport Public Transit | MB | | 20 | 2366.3 | 38.5 | 10.8 | 17.7 | 7.9 | 10.0 | 10.2 | 0.0 | 3.2 | 0.0 | 1.7 |
| | | | DR | | 3 | 76.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 23 | 2442.4 | 37.3 | 10.5 | 17.1 | 7.7 | 9.7 | 9.9 | 0.0 | 3.1 | 3.1 | 1.6 |
| 7019 | IA | University of Iowa-Cambus | MB | | 11 | 584.4 | 35.6 | 28.0 | 2.2 | 4.0 | 16.2 | 10.2 | 2.1 | 1.2 | 0.0 | 0.4 |
| | | | DR | | 2 | 73.8 | 30.4 | 37.8 | 3.2 | 6.4 | 9.8 | 7.8 | 2.9 | 1.7 | 0.0 | 0.0 |
| | | | TOTAL | | 13 | 658.2 | 35.0 | 29.1 | 2.3 | 4.3 | 15.5 | 9.9 | 2.2 | 1.3 | 0.0 | 0.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

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Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

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See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0022 | ID | Pocatello Urban Transit | MB | | 3 | 297.6 | 24.5 | 22.8 | 10.9 | 11.5 | 8.7 | 3.5 | 1.2 | 1.9 | 0.0 | 14.9 |
| | | | DR | | 6 | 91.2 | 26.2 | 10.4 | 8.4 | 21.7 | 6.6 | 7.0 | 3.0 | 1.5 | 0.0 | 15.1 |
| | | | TOTAL | | 9 | 388.8 | 24.9 | 19.9 | 10.3 | 13.9 | 8.2 | 4.3 | 1.6 | 1.8 | 0.0 | 15.0 |
| 5063 | IL | Auarora Transit | MB | | 18 | 1456.0 | 43.3 | 19.8 | 19.2 | 8.1 | 0.3 | 7.6 | 1.3 | 0.1 | 0.0 | 0.4 |
| 5064 | IL | Bensenville Dial A Bus | MB | | 2 | 53.2 | 36.2 | 31.6 | 15.4 | 2.7 | 9.9 | 2.3 | 1.4 | 0.0 | 0.0 | 0.4 |
| 5047 | IL | Bloomington-Public TS | MB | | 14 | 903.0 | 53.3 | 10.5 | 13.3 | 0.0 | 17.5 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 2 | 134.7 | 38.4 | 28.7 | 11.6 | 0.0 | 8.8 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 358.9 | 0.0 | 38.9 | 12.2 | 10.1 | 7.6 | 8.6 | 6.6 | 9.8 | 0.0 | 6.3 |
| | | | TOTAL | | 16 | 1396.6 | 38.1 | 19.5 | 12.9 | 2.6 | 14.1 | 6.9 | 1.7 | 2.5 | 0.0 | 1.6 |
| 5068 | IL | Elgin-DOT | MB | | 18 | 1770.4 | 39.0 | 15.8 | 23.5 | 11.0 | 1.1 | 7.1 | 1.7 | 0.0 | 0.0 | 0.7 |
| 5073 | IL | Glen Ellyn Transit | MB | | 6 | 173.8 | 0.0 | 12.6 | 1.5 | 2.4 | 0.0 | 1.0 | 0.0 | 0.8 | 81.6 | 0.0 |
| 5074 | IL | Highland Park Transit | MB | | 4 | 351.0 | 42.4 | 19.5 | 17.3 | 1.8 | 11.5 | 7.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 5055 | IL | Loves Park TS | MB | | 4 | 269.6 | 26.1 | 23.7 | 20.2 | 1.4 | 10.0 | 9.1 | 3.4 | 4.6 | 0.0 | 1.6 |
| | | | DR | | 1 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 5 | 285.8 | 24.6 | 22.4 | 19.1 | 1.3 | 9.4 | 8.6 | 3.2 | 4.3 | 5.7 | 1.5 |
| 5077 | IL | Naperville-GNATS | MB | | 14 | 548.7 | 0.0 | 4.6 | 1.3 | 0.6 | 0.0 | 0.0 | 0.1 | 0.0 | 92.9 | 0.5 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | | 2 | 177.2 | 22.5 | 26.6 | 16.4 | 11.0 | 11.6 | 5.1 | 4.2 | 2.6 | 0.0 | 0.0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | | 19 | 2040.4 | 38.3 | 22.6 | 24.2 | 1.6 | 0.2 | 9.7 | 2.5 | 0.1 | 0.0 | 0.7 |
| 5078 | IL | Village of Niles | MB | | 7 | 360.9 | 60.8 | 14.7 | 6.3 | 0.0 | 7.5 | 9.5 | 0.0 | 0.0 | 0.0 | 1.2 |
| 5087 | IL | Wilmette Muni Bus System | MB | | 14 | 696.8 | 47.1 | 22.1 | 18.3 | 2.3 | 0.7 | 8.7 | 0.1 | 0.0 | 0.0 | 0.8 |
| 5110 | IN | Bloomington Public TrCorp | MB | | 9 | 784.6 | 30.4 | 10.0 | 5.5 | 17.3 | 8.1 | 20.4 | 2.6 | 2.4 | 0.0 | 3.4 |
| 5041 | IN | City of Anderson TS | MB | | 8 | 434.0 | 64.1 | 0.0 | 16.9 | 0.0 | 16.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 2 | 92.1 | 64.1 | 0.0 | 16.9 | 0.0 | 16.5 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 436.1 | 0.0 | 47.3 | 17.4 | 3.7 | 1.0 | 14.0 | 4.6 | 7.8 | 0.0 | 4.3 |
| | | | TOTAL | | 10 | 962.2 | 35.0 | 21.4 | 17.1 | 1.7 | 9.5 | 7.7 | 2.1 | 3.5 | 0.0 | 2.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5042 | IN | East Chicago Bus TS | MB | | 4 | 605.3 | 32.9 | 24.8 | 15.8 | 0.0 | 5.0 | 14.5 | 0.7 | 2.1 | 0.0 | 4.2 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | | 18 | 387.3 | 44.1 | 16.1 | 11.6 | 6.0 | 14.2 | 4.7 | 0.2 | 1.2 | 0.0 | 1.9 |
| 5115 | IN | Goshen Transit | DR | | 1 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5051 | IN | Greater Lafayette PTC | MB | | 20 | 1668.4 | 39.5 | 18.0 | 14.4 | 2.3 | 12.3 | 5.9 | 2.8 | 3.0 | 0.0 | 1.9 |
| 5102 | IN | Hammond Transit System | MB | | 8 | 1122.8 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.7 | 3.3 |
| 5043 | IN | Metro Evansville TS | MB | | 15 | 1322.7 | 37.8 | 10.7 | 14.2 | 6.2 | 13.5 | 10.5 | 2.0 | 4.8 | 0.0 | 0.2 |
| 5054 | IN | Muncie Indiana PTC | MB | | 19 | 1248.3 | 44.3 | 11.9 | 17.7 | 0.0 | 17.2 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 3 | 137.5 | 44.5 | 23.5 | 18.6 | 0.0 | 4.4 | 8.9 | 0.1 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 355.5 | 0.0 | 12.9 | 5.6 | 39.7 | 0.0 | 2.5 | 24.0 | 12.6 | 0.0 | 2.7 |
| | | | TOTAL | | 22 | 1741.3 | 35.3 | 13.1 | 15.3 | 8.1 | 12.7 | 7.5 | 4.9 | 2.6 | 0.0 | 0.5 |
| 5105 | IN | Portage Township | DR | | 4 | 67.7 | 17.7 | 44.2 | 8.8 | 1.5 | 9.2 | 1.8 | 9.7 | 6.3 | 0.0 | 0.7 |
| 5053 | IN | Terre Haute Transit Util | MB | | 15 | 845.7 | 39.6 | 18.7 | 14.2 | 0.9 | 10.4 | 5.7 | 4.2 | 0.0 | 0.0 | 6.2 |
| 7014 | KS | Topeka MTA | MB | | 22 | 1120.7 | 43.5 | 0.0 | 15.9 | 0.0 | 17.5 | 16.7 | 0.0 | 4.2 | 0.0 | 2.2 |
| | | | DR | | 2 | 112.6 | 38.2 | 16.6 | 17.2 | 0.0 | 13.0 | 7.9 | 0.0 | 3.9 | 0.0 | 3.2 |
| | | | | JE | - | 638.2 | 0.0 | 53.0 | 16.1 | 9.8 | 1.0 | 4.9 | 4.3 | 1.9 | 0.0 | 8.9 |
| | | | TOTAL | | 24 | 1871.5 | 28.4 | 19.1 | 16.1 | 3.4 | 11.6 | 12.1 | 1.5 | 3.4 | 0.0 | 4.6 |
| 4016 | KY | Ashland Bus System | MB | | 6 | 248.7 | 52.2 | 11.9 | 14.9 | 0.4 | 6.4 | 12.3 | 0.9 | 1.0 | 0.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | | 2 | 162.1 | 38.0 | 19.9 | 11.9 | 4.4 | 4.7 | 10.3 | 3.1 | 7.5 | 0.0 | 0.0 |
| 4020 | KY | Owensboro TS | MB | | 6 | 430.8 | 36.5 | 16.5 | 14.4 | 2.0 | 10.3 | 12.6 | 3.1 | 4.0 | 0.0 | 0.6 |
| | | | DR | | 2 | 18.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 8 | 449.0 | 35.1 | 15.8 | 13.9 | 1.9 | 9.9 | 12.0 | 3.0 | 3.8 | 4.1 | 0.6 |
| 6025 | LA | Alexandria TS | MB | | 11 | 679.8 | 41.5 | 13.7 | 16.7 | 0.0 | 21.2 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 2 | 38.4 | 53.7 | 3.1 | 17.1 | 0.0 | 20.6 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 203.4 | 0.0 | 20.1 | 6.1 | 51.7 | 0.0 | 2.5 | 6.6 | 9.6 | 0.0 | 3.3 |
| | | | TOTAL | | 13 | 921.6 | 32.9 | 14.7 | 14.4 | 11.4 | 16.5 | 5.8 | 1.5 | 2.1 | 0.0 | 0.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | | 3 | 329.7 | 14.9 | 31.0 | 3.6 | 26.6 | 10.5 | 0.3 | 0.8 | 10.4 | 0.0 | 2.0 |
| 6029 | LA | Gretna-Westside Transit | MB | | 22 | 2358.0 | 28.7 | 17.2 | 22.9 | 9.1 | 9.9 | 6.7 | 1.2 | 1.5 | 0.0 | 2.8 |
| 6038 | LA | Lafayette-COLT | MB | | 14 | 1266.1 | 33.9 | 6.0 | 10.5 | 10.2 | 17.9 | 19.1 | 1.1 | 0.5 | 0.0 | 0.8 |
| 6023 | LA | Lake Charles TS | MB | | 9 | 686.2 | 31.9 | 19.4 | 7.8 | 0.3 | 11.9 | 14.6 | 0.1 | 6.0 | 0.0 | 7.9 |
| 6026 | LA | Monroe TS | MB | | 13 | 1282.9 | 23.5 | 14.1 | 29.3 | 7.1 | 11.2 | 10.9 | 1.5 | 2.0 | 0.0 | 0.3 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | | 6 | 4342.1 | 34.7 | 11.8 | 15.4 | 6.8 | 11.9 | 4.4 | 2.1 | 12.9 | 0.0 | 0.0 |
| 1053 | MA | Gloucester-Cape Ann TA | MB | | 5 | 269.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 2 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 155.5 | 0.0 | 22.8 | 5.0 | 13.6 | 0.0 | 4.0 | 7.4 | 0.6 | 0.0 | 46.5 |
| | | | TOTAL | | 7 | 474.5 | 0.0 | 7.5 | 1.6 | 4.5 | 0.0 | 1.3 | 2.4 | 0.2 | 67.2 | 15.2 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | | 13 | 713.2 | 38.8 | 12.6 | 9.1 | 9.6 | 17.1 | 5.8 | 0.8 | 3.7 | 0.0 | 2.6 |
| | | | CR | | 0 | 986.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 8 | 92.2 | 49.5 | 8.4 | 4.6 | 7.7 | 9.9 | 4.3 | 10.0 | 4.3 | 0.0 | 1.2 |
| | | | | JE | - | 99.5 | 0.0 | 54.7 | 6.4 | 25.5 | 0.0 | 0.0 | 4.1 | 0.4 | 0.0 | 8.8 |
| | | | TOTAL | | 21 | 1891.0 | 17.0 | 8.0 | 4.0 | 5.4 | 6.9 | 2.4 | 1.0 | 1.6 | 52.1 | 1.5 |
| 1007 | MA | Pittsfield-Berkshire RTA | MB | | 20 | 1398.4 | 0.0 | 3.5 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 94.6 | 0.0 |
| | | | DR | | 3 | 349.5 | 0.0 | 3.1 | 0.0 | 1.1 | 1.1 | 0.5 | 0.2 | 0.0 | 94.0 | 0.0 |
| | | | | JE | - | 134.4 | 0.0 | 6.3 | 17.2 | 26.4 | 0.0 | 10.2 | 25.6 | 3.4 | 0.1 | 10.9 |
| | | | TOTAL | | 23 | 1882.3 | 0.0 | 3.7 | 1.2 | 3.5 | 0.2 | 0.8 | 1.9 | 0.2 | 87.7 | 0.8 |
| 3041 | MD | Allegany County TAu | MB | | 13 | 542.5 | 29.0 | 16.1 | 17.6 | 1.8 | 15.4 | 10.4 | 1.7 | 5.7 | 0.0 | 2.3 |
| 3040 | MD | City of Annapolis | MB | | 20 | 717.9 | 31.2 | 16.6 | 21.1 | 4.2 | 10.5 | 10.9 | 0.2 | 5.0 | 0.0 | 0.4 |
| | | | DR | | 4 | 92.6 | 19.8 | 31.5 | 25.2 | 7.9 | 8.9 | 2.1 | 0.0 | 4.6 | 0.0 | 0.0 |
| | | | | JE | - | 152.1 | 0.0 | 0.0 | 0.0 | 5.6 | 5.2 | 9.6 | 9.2 | 0.0 | 0.0 | 70.3 |
| | | | TOTAL | | 24 | 962.6 | 25.2 | 15.4 | 18.1 | 4.8 | 9.5 | 9.8 | 1.6 | 4.2 | 0.0 | 11.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 3043 | MD | Columbia TS | MB | | 6 | 368.0 | 20.8 | 18.9 | 14.7 | 14.1 | 11.5 | 7.5 | 0.7 | 4.7 | 0.0 | 7.1 |
| 3042 | MD | Hagerstown-Wash County TC | MB | | 12 | 661.5 | 41.0 | 17.0 | 12.4 | 0.0 | 13.2 | 11.1 | 1.0 | 3.8 | 0.0 | 0.6 |
| 1088 | ME | Casco Bay Island TD | FB | | 3 | 727.7 | 41.9 | 15.0 | 7.8 | 3.3 | 10.1 | 12.6 | 1.0 | 7.8 | 0.0 | 0.5 |
| 1015 | ME | Lewiston Auburn Transit | DR | | 2 | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 11.2 | 0.0 | 0.0 | 0.0 | 93.1 | 0.0 | 5.6 | 1.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | | 7 | 21.3 | 0.0 | 0.0 | 0.0 | 49.0 | 0.0 | 3.0 | 0.7 | 0.0 | 47.3 | 0.0 |
| 5030 | MI | Battle Creek Transit | MB | | 15 | 1291.5 | 31.7 | 13.9 | 18.8 | 6.0 | 9.8 | 9.0 | 2.8 | 2.6 | 0.0 | 5.3 |
| | | | DR | | 2 | 100.1 | 40.7 | 10.0 | 14.6 | 6.9 | 10.0 | 3.6 | 2.9 | 3.7 | 0.0 | 7.6 |
| | | | TOTAL | | 17 | 1391.6 | 32.4 | 13.6 | 18.5 | 6.1 | 9.9 | 8.6 | 2.8 | 2.7 | 0.0 | 5.5 |
| 5037 | MI | Muskegon Are TA | MB | | 11 | 884.2 | 30.7 | 0.0 | 13.1 | 33.3 | 9.7 | 1.1 | 0.2 | 7.4 | 0.0 | 4.6 |
| | | | DR | | 1 | 45.3 | 41.7 | 0.0 | 18.3 | 17.7 | 10.4 | 0.0 | 0.0 | 8.9 | 0.0 | 3.0 |
| | | | | JE | - | 138.3 | 0.0 | 67.5 | 26.4 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 5.8 |
| | | | TOTAL | | 12 | 1067.9 | 27.2 | 8.7 | 15.0 | 28.3 | 8.4 | 0.9 | 0.2 | 6.5 | 0.0 | 4.7 |
| 5038 | MI | Niles Dial-A-Ride | DR | | 7 | 292.4 | 22.3 | 6.1 | 6.9 | 18.7 | 9.8 | 11.9 | 1.6 | 2.5 | 0.0 | 20.2 |
| 5026 | MN | City of Moorhead Transit | MB | | 9 | 427.0 | 0.0 | 0.0 | 0.0 | 0.8 | 8.4 | 12.1 | 0.0 | 4.1 | 70.5 | 4.1 |
| | | | DR | | 1 | 54.8 | 0.0 | 0.0 | 0.0 | 0.7 | 10.1 | 17.7 | 0.0 | 2.5 | 64.4 | 4.6 |
| | | | | JE | - | 41.2 | 0.0 | 65.6 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.1 |
| | | | TOTAL | | 10 | 522.9 | 0.0 | 5.2 | 0.4 | 0.7 | 7.9 | 11.7 | 0.0 | 3.6 | 64.3 | 6.1 |
| 5092 | MN | City of Rochester | MB | | 17 | 488.3 | 0.0 | 7.1 | 0.0 | 2.7 | 0.0 | 0.0 | 0.1 | 0.0 | 89.7 | 0.4 |
| | | | DR | | 2 | 75.2 | 0.0 | 0.0 | 0.0 | 8.9 | 0.0 | 1.2 | 0.0 | 0.0 | 89.4 | 0.5 |
| | | | TOTAL | | 19 | 563.5 | 0.0 | 6.1 | 0.0 | 3.6 | 0.0 | 0.2 | 0.1 | 0.0 | 89.6 | 0.5 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | | 16 | 1115.5 | 39.2 | 3.9 | 10.2 | 22.7 | 12.0 | 8.7 | 0.5 | 1.1 | 0.0 | 1.8 |
| | | | DR | | 4 | 141.7 | 23.0 | 12.4 | 8.1 | 15.0 | 8.6 | 6.3 | 0.5 | 0.3 | 25.7 | 0.0 |
| | | | | JE | - | 167.1 | 0.0 | 24.9 | 3.7 | 39.7 | 0.0 | 1.1 | 1.7 | 25.9 | 0.0 | 2.9 |
| | | | TOTAL | | 20 | 1424.3 | 33.0 | 7.2 | 9.2 | 24.0 | 10.2 | 7.6 | 0.6 | 3.9 | 2.6 | 1.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 – continued

**TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | | 11 | 443.4 | 24.3 | 24.9 | 4.1 | 1.4 | 12.8 | 12.4 | 2.8 | 11.7 | 0.0 | 5.5 |
| 8012 | MT | Great Falls TD | MB | | 13 | 917.6 | 31.1 | 20.1 | 10.7 | 11.1 | 10.9 | 5.9 | 2.1 | 4.7 | 0.0 | 3.4 |
| 8009 | MT | Missoula Urban TD | MB | | 16 | 1144.1 | 32.9 | 15.6 | 17.9 | 10.3 | 7.9 | 8.1 | 1.2 | 2.8 | 0.0 | 3.3 |
| | | | DR | | 3 | 60.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 19 | 1204.7 | 31.2 | 14.8 | 17.0 | 9.8 | 7.5 | 7.7 | 1.2 | 2.6 | 5.0 | 3.2 |
| 4005 | NC | Asheville TA | MB | | 17 | 1297.5 | 35.3 | 13.4 | 18.5 | 7.5 | 11.0 | 8.5 | 2.1 | 3.3 | 0.0 | 0.4 |
| 4009 | NC | Fayetteville Area Transit | MB | | 13 | 1276.6 | 21.7 | 21.7 | 18.8 | 7.0 | 13.2 | 6.8 | 1.4 | 1.8 | 0.0 | 7.6 |
| 4010 | NC | Gastonia Transit Dept | MB | | 5 | 411.6 | 32.7 | 20.8 | 8.9 | 0.0 | 12.5 | 11.6 | 0.0 | 6.5 | 0.0 | 7.0 |
| 4013 P | NC | Greensboro Agency Transp | DR | | 17 | 270.9 | 30.5 | 23.5 | 8.1 | 10.7 | 16.5 | 1.9 | 1.5 | 6.1 | 0.0 | 1.1 |
| 4011 | NC | High Point City TS | MB | | 16 | 706.0 | 30.5 | 23.0 | 12.0 | 1.5 | 11.1 | 8.5 | 1.8 | 9.2 | 0.0 | 2.5 |
| | | | DR | | 3 | 70.6 | 27.5 | 26.0 | 13.3 | 0.3 | 9.8 | 17.4 | 3.8 | 1.9 | 0.0 | 0.0 |
| | | | TOTAL | | 19 | 776.5 | 30.2 | 23.3 | 12.1 | 1.4 | 11.0 | 9.3 | 2.0 | 8.5 | 0.0 | 2.2 |
| 4006 | NC | Wilmington TA | MB | | 12 | 868.3 | 28.1 | 16.2 | 15.4 | 9.9 | 13.2 | 11.2 | 2.1 | 1.5 | 0.0 | 2.3 |
| | | | DR | | 2 | 27.7 | 51.7 | 6.3 | 21.2 | 1.5 | 11.2 | 7.4 | 0.0 | 0.6 | 0.0 | 0.0 |
| | | | TOTAL | | 14 | 896.0 | 28.9 | 15.9 | 15.6 | 9.7 | 13.1 | 11.0 | 2.0 | 1.5 | 0.0 | 2.2 |
| 8003 | ND | Fargo Metro Area Transit | MB | | 11 | 445.7 | 0.0 | 10.8 | 0.9 | 39.7 | 23.8 | 18.5 | 2.3 | 4.0 | 0.0 | 0.0 |
| | | | | JE | - | 659.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 95.8 | 4.2 |
| | | | TOTAL | | 14 | 1104.8 | 0.0 | 4.3 | 0.4 | 16.0 | 9.6 | 7.4 | 0.9 | 1.6 | 57.1 | 2.5 |
| 8008 | ND | Grand Forks City Bus | MB | | 13 | 518.1 | 40.6 | 16.3 | 7.7 | 6.4 | 17.3 | 4.3 | 4.0 | 1.7 | 0.0 | 1.8 |
| | | | DR | | 4 | 80.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 17 | 598.5 | 35.1 | 14.1 | 6.6 | 5.5 | 15.0 | 3.8 | 3.4 | 1.5 | 13.4 | 1.6 |
| 1086 | NH | Durham-COAST | MB | | 13 | 370.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 1 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 14 | 380.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 2116 | NY | Auburn-Centro of Cayuga | MB | | 11 | 654.1 | 36.6 | 10.0 | 15.4 | 3.8 | 13.1 | 16.1 | 2.7 | 0.9 | 0.0 | 1.4 |
| 2005 | NY | Chemung County TS | MB | | 21 | 1482.2 | 31.3 | 15.5 | 16.6 | 10.3 | 12.2 | 7.9 | 1.8 | 3.1 | 0.0 | 1.3 |
| | | | DR | | 3 | 91.1 | 35.9 | 15.5 | 19.1 | 5.0 | 8.6 | 8.2 | 0.9 | 1.6 | 0.0 | 5.2 |
| | | | TOTAL | | 24 | 1573.3 | 31.5 | 15.5 | 16.7 | 10.0 | 12.0 | 7.9 | 1.7 | 3.0 | 0.0 | 1.5 |
| 2009 | NY | City of Poughkeepsie TS | MB | | 7 | 644.5 | 27.6 | 6.3 | 14.3 | 16.5 | 9.9 | 13.5 | 2.0 | 4.5 | 0.0 | 5.5 |
| 2010 | NY | Dutchess County Loop | MB | | 11 | 1022.5 | 0.0 | 9.1 | 3.7 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 76.0 | 1.2 |
| 2115 | NY | Fulton-Centro of Oswego | MB | | 8 | 494.1 | 36.5 | 9.1 | 15.6 | 3.3 | 13.6 | 18.9 | 2.5 | 0.9 | 0.0 | -0.4 |
| 2071 | NY | Huntington Area Rapid | MB | | 11 | 909.6 | 64.1 | 0.0 | 23.7 | 0.0 | 10.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | | 1 | 14.2 | 66.2 | 0.0 | 24.5 | 0.0 | 8.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | JE | - | 638.2 | 0.0 | 53.6 | 19.8 | 2.3 | 1.7 | 14.3 | 2.5 | 5.7 | 0.0 | 0.2 |
| | | | TOTAL | | 12 | 1562.0 | 37.9 | 21.9 | 22.1 | 0.9 | 7.0 | 6.8 | 1.0 | 2.3 | 0.0 | 0.1 |
| 2006 | NY | Long Beach TA | MB | | 8 | 702.8 | 48.1 | 12.6 | 20.6 | 1.2 | 7.9 | 7.6 | 0.8 | 1.2 | 0.0 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | | 5 | 539.5 | 33.5 | 14.0 | 13.6 | 1.2 | 9.7 | 19.4 | 1.1 | 7.6 | 0.0 | 0.0 |
| 2083 P | NY | New York - Easyride | DR | | 12 | 621.5 | 28.5 | 31.3 | 14.3 | 3.6 | 7.6 | 7.1 | 2.8 | 3.3 | 0.0 | 1.6 |
| 2118 | NY | Onondaga County | MB | | 19 | 683.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.1 | 0.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | | 4 | 419.3 | 34.0 | 17.9 | 12.1 | 25.4 | 5.7 | 3.4 | 0.1 | 0.8 | 0.0 | 0.6 |
| 2084 | NY | Pomona-Transp of Rockland | MB | | 18 | 1711.3 | 0.0 | 2.3 | 0.5 | 0.8 | 0.0 | 0.2 | 0.1 | 0.0 | 95.7 | 0.2 |
| 2011 | NY | Poughkeepsie-DAR Sen Cit | MB | | 0 | 149.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 | 86.7 | 2.3 |
| 2096 | NY | Putnam Area Rapid Transit | MB | | 17 | 683.6 | 0.0 | 0.0 | 0.0 | 0.9 | 5.1 | 0.3 | 0.0 | 0.0 | 93.6 | 0.1 |
| 2015 | NY | Rome-VIP Transportation | MB | | 5 | 427.7 | 34.1 | 20.3 | 14.3 | 2.4 | 7.2 | 11.3 | 1.3 | 2.5 | 0.0 | 6.7 |
| 2082 | NY | Staten Island Ferry | FB | | 4 | 29670.6 | 36.2 | 14.5 | 16.7 | 0.0 | 11.2 | 6.4 | 0.0 | 0.0 | 0.0 | 15.1 |
| 2089 | NY | Village of Spring Valley | MB | | 2 | 140.2 | 53.9 | 8.7 | 22.2 | 3.0 | 9.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 2109 P | NY | Yonkers-Airport Transp | MB | | 24 | 2572.0 | 20.8 | 24.3 | 12.8 | 3.1 | 8.5 | 10.9 | 5.0 | 1.4 | 0.0 | 13.3 |
| 5116 | OH | City of Steubenville | MB | | 4 | 210.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class.
Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENE-FITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5018 | OH | Hamilton City Lines | MB | | 11 | 906.0 | 42.3 | 19.0 | 8.2 | 2.8 | 8.0 | 2.4 | 1.0 | 7.1 | 0.0 | 9.1 |
| | | | DR | | 1 | 19.5 | 45.2 | 0.0 | 7.1 | 0.0 | 18.8 | 20.8 | 0.0 | 8.2 | 0.0 | 0.0 |
| | | | TOTAL | | 12 | 925.4 | 42.3 | 18.6 | 8.2 | 2.8 | 8.3 | 2.7 | 1.0 | 7.1 | 0.0 | 8.9 |
| 5097 | OH | Kent-Campus Bus Service | MB | | 19 | 1069.0 | 17.1 | 35.5 | 10.2 | 3.2 | 12.0 | 13.6 | 3.4 | 1.2 | 0.0 | 3.8 |
| | | | DR | | 3 | 73.2 | 66.6 | 17.5 | 0.0 | 0.0 | 8.3 | 5.0 | 0.5 | 1.1 | 0.0 | 1.0 |
| | | | TOTAL | | 22 | 1142.2 | 20.3 | 34.3 | 9.5 | 3.0 | 11.8 | 13.1 | 3.2 | 1.2 | 0.0 | 3.7 |
| 5093 | OH | Lima-Allen County RTA | MB | | 8 | 634.0 | 28.5 | 12.0 | 12.7 | 14.1 | 13.4 | 12.3 | 1.4 | 4.4 | 0.0 | 1.2 |
| | | | DR | | 6 | 60.6 | 28.5 | 12.0 | 12.7 | 14.1 | 13.4 | 12.3 | 1.4 | 4.4 | 0.0 | 1.2 |
| | | | TOTAL | | 14 | 694.5 | 28.5 | 12.0 | 12.7 | 14.1 | 13.4 | 12.3 | 1.4 | 4.4 | 0.0 | 1.2 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | | 10 | 148.5 | 29.5 | 18.8 | 9.6 | 0.0 | 14.4 | 6.0 | 4.0 | 7.4 | 0.0 | 10.4 |
| 5019 | OH | Middletown TS | MB | | 4 | 457.0 | 28.5 | 17.7 | 22.3 | 1.2 | 9.6 | 15.0 | 0.1 | 4.2 | 0.0 | 1.5 |
| 5013 | OH | Norwood Transit System | MB | | 2 | 89.8 | 46.0 | 11.1 | 17.7 | 2.3 | 8.4 | 5.0 | 0.2 | 8.2 | 0.0 | 1.0 |
| | | | DR | | 2 | 31.3 | 41.5 | 25.9 | 14.4 | 0.0 | 11.4 | 6.1 | 0.0 | 0.0 | 0.0 | 0.8 |
| | | | TOTAL | | 4 | 121.1 | 44.9 | 14.9 | 16.8 | 1.7 | 9.2 | 5.3 | 0.1 | 6.1 | 0.0 | 0.9 |
| 5117 | OH | Painesville-Laketran | DR | | 23 | 310.0 | 0.0 | 12.3 | 1.9 | 9.8 | 0.0 | 1.4 | 2.8 | 1.2 | 61.0 | 9.6 |
| 5090 | OH | Richland Cnty Transit Brd | MB | | 13 | 490.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | DR | | 3 | 77.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | JE | - | 61.9 | 0.0 | 0.0 | 0.0 | 59.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.5 |
| | | | TOTAL | | 16 | 630.0 | 0.0 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 90.2 | 4.0 |
| 5020 P | OH | Springfield Bus Company | MB | | 9 | 534.4 | 22.3 | 28.4 | 16.4 | 3.3 | 9.0 | 10.1 | 4.3 | 4.2 | 0.0 | 2.0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | | 14 | 823.5 | 32.9 | 22.9 | 13.7 | 7.8 | 9.8 | 8.8 | 2.2 | 2.0 | 0.0 | 0.0 |
| 3023 | PA | Beaver County-BCTA | MB | | 8 | 783.4 | 0.0 | 6.1 | 1.0 | 2.0 | 9.2 | 0.5 | 0.5 | 0.2 | 79.1 | 1.5 |
| | | | CR | | 4 | 770.0 | 0.0 | 0.9 | 0.1 | 0.8 | 0.0 | 0.0 | 0.1 | 0.0 | 97.9 | 0.2 |
| | | | DR | | 8 | 291.6 | 0.0 | 6.6 | 1.1 | 1.5 | 11.8 | 0.5 | 0.5 | 0.3 | 75.6 | 1.9 |
| | | | TOTAL | | 20 | 1845.0 | 0.0 | 4.0 | 0.7 | 1.4 | 5.8 | 0.3 | 0.3 | 0.2 | 86.4 | 1.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

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Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984.
See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS: LABOR SALARIES AND WAGES |  | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES |  | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  | OPER | OTHER |  |  | FUEL AND LUBE | TIRES AND OTHER |  |  |  |  |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3028 | PA | Gr Aliquippa TA | MB |  | 7 | 194.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
|  |  |  | DR |  | 3 | 153.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
|  |  |  |  | JE | - | 50.4 | 0.0 | 30.4 | 2.1 | 17.7 | 0.0 | 0.0 | 4.9 | 3.3 | 0.0 | 41.6 |
|  |  |  | TOTAL |  | 10 | 398.2 | 0.0 | 3.9 | 0.3 | 2.2 | 0.0 | 0.0 | 0.6 | 0.4 | 87.3 | 5.3 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB |  | 17 | 2281.6 | 28.4 | 24.9 | 21.9 | 2.4 | 10.7 | 6.0 | 2.2 | 2.5 | 0.0 | 1.0 |
| 3017 P | PA | Nanticoke Public Service | MB |  | 1 | 21.6 | 38.5 | 3.8 | 1.4 | 0.0 | 28.4 | 9.1 | 0.5 | 11.6 | 0.0 | 6.8 |
| 3020 P | PA | Pottstown Urban Transit | MB |  | 6 | 335.1 | 30.6 | 28.7 | 4.5 | 1.6 | 14.0 | 10.0 | 0.0 | 4.6 | 0.0 | 6.1 |
| 3055 | PA | Shenango Valley Shuttle | MB |  | 3 | 148.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 | 61.5 | 21.7 |
| 3050 P | PA | Wash.-GG&C Bus | MB |  | 7 | 342.8 | 20.7 | 15.0 | 7.7 | 3.9 | 17.4 | 13.8 | 1.7 | 6.5 | 0.0 | 13.4 |
|  |  |  | DR |  | 6 | 132.5 | 24.7 | 11.3 | 8.0 | 3.5 | 18.0 | 13.0 | 1.5 | 7.0 | 0.0 | 13.0 |
|  |  |  | TOTAL |  | 13 | 475.3 | 21.8 | 14.0 | 7.8 | 3.8 | 17.5 | 13.6 | 1.7 | 6.7 | 0.0 | 13.3 |
| 3044 | PA | Westmore County TA | MB |  | 6 | 597.2 | 0.0 | 8.1 | 1.8 | 1.5 | 0.0 | 0.6 | 1.2 | 0.2 | 84.2 | 2.4 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB |  | 1 | 29.0 | 38.4 | 5.8 | 0.5 | 4.7 | 23.1 | 15.0 | 0.3 | 8.1 | 0.0 | 4.0 |
| 3026 | PA | Williamsport-City Bus | MB |  | 12 | 1255.3 | 32.9 | 16.4 | 13.8 | 4.5 | 12.6 | 10.1 | 1.6 | 4.7 | 0.0 | 3.3 |
| 3027 | PA | York Area TA | MB |  | 14 | 1099.3 | 28.1 | 16.5 | 9.7 | 9.7 | 14.8 | 10.5 | 2.1 | 3.3 | 0.0 | 5.3 |
| 8002 | SD | City of Sioux Falls-TS | MB |  | 18 | 823.1 | 32.0 | 21.1 | 10.9 | 11.0 | 10.0 | 8.6 | 3.1 | 2.1 | 0.0 | 1.2 |
| 4055 | TN | Bristol Tennessee Transit | MB |  | 3 | 106.8 | 41.0 | 23.4 | 6.5 | 0.0 | 10.8 | 8.7 | 2.4 | 7.1 | 0.0 | 0.1 |
| 4057 | TN | Jackson TA | MB |  | 10 | 649.2 | 31.7 | 18.0 | 13.2 | 1.1 | 11.9 | 16.6 | 2.2 | 3.5 | 0.0 | 1.7 |
| 4054 | TN | Johnson City TS | MB |  | 5 | 406.6 | 27.3 | 18.3 | 12.0 | 0.8 | 9.0 | 14.8 | 1.1 | 0.0 | 0.0 | 16.7 |
| 6040 | TX | Abilene Transit System | MB |  | 12 | 832.6 | 30.2 | 15.5 | 6.8 | 11.6 | 11.9 | 20.3 | 2.0 | 0.2 | 0.0 | 1.3 |
| 6001 | TX | Amarillo Transit System | MB |  | 14 | 1185.5 | 33.9 | 13.5 | 14.6 | 13.5 | 13.3 | 4.4 | 1.4 | 4.6 | 0.0 | 0.9 |
| 6041 | TX | Arlington Handitran | DR |  | 5 | 283.5 | 45.0 | 15.4 | 12.1 | 9.6 | 12.0 | 2.0 | 0.7 | 0.0 | 1.6 | 1.6 |
| 6016 | TX | Beaumont Transit System | MB |  | 14 | 1438.3 | 25.6 | 16.2 | 16.8 | 8.9 | 12.9 | 13.6 | 2.0 | 2.5 | 0.0 | 1.6 |
|  |  |  | DR |  | 2 | 58.5 | 50.6 | 8.9 | 23.9 | 2.9 | 10.6 | 2.4 | 0.0 | 0.0 | 0.0 | 0.7 |
|  |  |  | TOTAL |  | 16 | 1496.9 | 26.6 | 15.9 | 17.0 | 8.6 | 12.8 | 13.2 | 1.9 | 2.4 | 0.0 | 1.5 |

*Includes expenses for contracts with public agencies and/or private carriers.

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C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

TABLE 3.08 as of 06/02/86 -- continued

## TRANSIT OPERATING EXPENSES BY MODE AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6014 | TX | City of Brownsville | MB | | 17 | 1895.8 | 29.2 | 17.7 | 18.7 | 6.3 | 10.4 | 12.5 | 0.3 | 4.7 | 0.0 | 0.1 |
| 6046 | TX | Fort Worth Rideshare | VP | | 6 | 67.8 | 0.0 | 70.6 | 0.0 | 0.3 | 19.3 | 1.0 | 0.0 | 7.5 | 0.0 | 1.2 |
| 6015 | TX | Galveston Island Trans | MB | | 10 | 970.0 | 27.0 | 17.2 | 10.3 | 16.2 | 11.6 | 10.8 | 2.8 | 1.8 | 0.0 | 2.3 |
| 6009 | TX | Laredo Muni TS | MB | | 20 | 1840.9 | 33.9 | 7.8 | 17.1 | 17.1 | 12.7 | 3.5 | 1.9 | 3.5 | 0.0 | 2.7 |
| 6013 | TX | Port Arthur Transit | MB | | 11 | 652.8 | 26.1 | 17.9 | 12.1 | 25.5 | 6.4 | 7.5 | 1.4 | 1.8 | 0.0 | 1.3 |
| | | | DR | | 3 | 86.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 14 | 739.1 | 23.0 | 15.8 | 10.7 | 22.5 | 5.7 | 6.6 | 1.2 | 1.6 | 11.7 | 1.1 |
| 6037 | TX | San Angelo TD | MB | | 6 | 475.6 | 35.1 | 10.0 | 10.6 | 23.3 | 14.1 | 2.3 | 0.2 | 2.3 | 0.0 | 2.0 |
| 6012 | TX | Waco Transit System | MB | | 18 | 805.4 | 25.8 | 19.8 | 6.5 | 18.9 | 11.7 | 10.7 | 1.7 | 4.0 | 0.0 | 1.0 |
| | | | DR | | 2 | 18.2 | 75.3 | 0.0 | 4.7 | 0.0 | 11.7 | 3.8 | 0.0 | 4.4 | 0.0 | 0.0 |
| | | | TOTAL | | 20 | 823.6 | 26.9 | 19.4 | 6.4 | 18.4 | 11.7 | 10.6 | 1.7 | 4.0 | 0.0 | 1.0 |
| 6035 | TX | Wichita Falls TS | MB | | 9 | 420.9 | 32.1 | 21.5 | 8.5 | 2.3 | 12.9 | 16.8 | 2.8 | 2.3 | 0.0 | 0.8 |
| 3053 | VA | Bristol Virginia Transit | MB | | 5 | 145.4 | 24.9 | 34.4 | 17.2 | 1.7 | 8.2 | 7.5 | 2.9 | 3.3 | 0.0 | 0.0 |
| 3036 | VA | Charlottesville Transit | MB | | 8 | 897.7 | 23.8 | 22.2 | 9.9 | 2.3 | 12.8 | 15.2 | 2.0 | 3.5 | 0.0 | 8.3 |
| 3045 | VA | Charlottesville-Jaunt | MB | | 1 | 45.6 | 38.7 | 16.3 | 10.5 | 8.0 | 16.4 | 5.2 | 0.0 | 5.0 | 0.0 | 0.1 |
| | | | DR | | 15 | 182.6 | 38.7 | 16.3 | 10.5 | 8.0 | 16.4 | 5.2 | 0.0 | 5.0 | 0.0 | 0.1 |
| | | | TOTAL | | 16 | 228.2 | 38.7 | 16.3 | 10.5 | 8.0 | 16.4 | 5.2 | 0.0 | 5.0 | 0.0 | 0.1 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | | 22 | 1907.3 | 30.0 | 16.4 | 14.3 | 8.1 | 14.2 | 11.9 | 1.4 | 2.4 | 0.0 | 1.5 |
| 3009 | VA | Petersburg Area Transit | MB | | 7 | 650.6 | 33.2 | 19.2 | 13.6 | 0.2 | 12.7 | 9.2 | 1.6 | 7.4 | 0.0 | 2.8 |
| | | | DR | | 2 | 33.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 9 | 684.5 | 31.6 | 18.3 | 13.0 | 0.2 | 12.1 | 8.8 | 1.5 | 7.0 | 4.9 | 2.7 |
| 1066 | VT | Chittenden County TA | MB | | 20 | 1575.4 | 30.7 | 17.0 | 16.5 | 0.7 | 13.9 | 12.7 | 2.8 | 3.7 | 0.0 | 2.0 |
| 0016 | WA | City of Longview | MB | | 4 | 391.5 | 50.0 | 6.2 | 15.8 | 7.2 | 8.6 | 5.3 | 0.2 | 2.6 | 0.0 | 4.2 |
| | | | DR | | 2 | 34.1 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.4 | 0.0 |
| | | | TOTAL | | 6 | 425.7 | 46.0 | 5.7 | 14.6 | 6.6 | 7.9 | 4.8 | 0.2 | 2.4 | 8.0 | 3.9 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

| ID CODE | ST | TRANSIT SYSTEM | MODE | JE** | VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES $ IN THOUSANDS** | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0023 | WA | City of Seattle | SC | | 2 | 457.0 | 18.0 | 29.9 | 22.1 | 22.8 | 0.0 | 1.3 | 2.2 | 3.7 | 0.0 | 0.0 |
| | | | AG | | 2 | 779.0 | 0.0 | 10.3 | 2.0 | 77.9 | 0.0 | 0.7 | 2.6 | 0.0 | 0.0 | 6.5 |
| | | | TOTAL | | 4 | 1236.0 | 6.7 | 17.5 | 9.4 | 57.5 | 0.0 | 0.9 | 2.4 | 1.4 | 0.0 | 4.1 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | | 20 | 385.7 | 26.2 | 25.7 | 20.7 | 5.3 | 9.9 | 2.8 | 3.3 | 2.4 | 0.0 | 3.7 |
| 0028 | WA | Tacoma-Pierce Cnty Ferry | FB | | 1 | 735.6 | 0.0 | 0.9 | 0.4 | 17.9 | 6.3 | 0.5 | 0.5 | 7.0 | 66.6 | 0.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | | 22 | 75486.5 | 30.2 | 17.9 | 20.6 | 5.2 | 14.9 | 10.0 | 0.0 | 1.1 | 0.0 | 0.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | | 1 | 1409.9 | 32.3 | 20.2 | 22.0 | 5.6 | 5.4 | 13.2 | 0.0 | 1.2 | 0.0 | 0.0 |
| 5109 | WI | Beloit Transit System | MB | | 12 | 655.7 | 40.7 | 15.6 | 16.6 | 1.3 | 11.3 | 6.9 | 2.5 | 3.2 | 0.0 | 1.9 |
| 5099 | WI | Eau Claire Transit | MB | | 15 | 1397.1 | 32.5 | 19.8 | 23.1 | 3.2 | 10.7 | 5.6 | 2.1 | 2.4 | 0.0 | 0.5 |
| 5002 | WI | Green Bay TS | MB | | 24 | 2343.6 | 34.3 | 11.7 | 27.0 | 3.6 | 10.4 | 7.2 | 2.6 | 2.6 | 0.0 | 0.6 |
| 5108 | WI | Janesville Transit System | MB | | 15 | 922.2 | 31.1 | 20.4 | 20.5 | 1.0 | 12.9 | 7.1 | 2.4 | 2.2 | 0.0 | 2.4 |
| 5009 | WI | Oshkosh Transit System | MB | | 21 | 1259.4 | 36.3 | 14.7 | 22.7 | 0.4 | 13.2 | 6.3 | 2.7 | 2.2 | 0.0 | 1.6 |
| 5088 | WI | Sheboygan Transit | MB | | 16 | 1393.0 | 29.0 | 20.7 | 18.1 | 0.7 | 12.2 | 9.2 | 2.6 | 3.9 | 0.0 | 3.7 |
| 5094 | WI | Waukesha County Highway | MB | | 24 | 951.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5096 | WI | Waukesha Metro Transit | MB | | 11 | 749.5 | 38.0 | 11.2 | 11.9 | 12.4 | 11.7 | 8.1 | 1.3 | 3.4 | 0.0 | 2.2 |
| | | | DR | | 2 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 13 | 775.6 | 36.7 | 10.8 | 11.5 | 11.9 | 11.3 | 7.8 | 1.2 | 3.3 | 3.4 | 2.1 |
| 5091 | WI | Wausau Area Transit | MB | | 14 | 798.9 | 31.8 | 19.0 | 21.1 | 1.3 | 10.7 | 7.4 | 2.8 | 5.2 | 0.0 | 0.8 |
| 3002 | WV | Huntington-Tri-State TA | MB | | 17 | 1253.8 | 29.5 | 18.5 | 20.8 | 2.0 | 6.9 | 6.7 | 3.5 | 2.5 | 0.0 | 9.5 |
| | | | DR | | 1 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | TOTAL | | 18 | 1270.0 | 29.1 | 18.3 | 20.5 | 2.0 | 6.8 | 6.7 | 3.4 | 2.5 | 1.3 | 9.4 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | | 5 | 400.3 | 43.7 | 13.8 | 16.6 | 0.0 | 5.1 | 10.7 | 0.0 | 4.5 | 0.0 | 5.7 |
| | | | DR | | 1 | 33.1 | 58.6 | 5.1 | 18.2 | 0.0 | 4.3 | 4.9 | 0.0 | 1.7 | 0.0 | 7.1 |
| | | | TOTAL | | 6 | 433.4 | 44.8 | 13.1 | 16.8 | 0.0 | 5.0 | 10.2 | 0.0 | 4.2 | 0.0 | 5.8 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | | 16 | 1514.0 | 37.3 | 17.0 | 17.3 | 1.2 | 11.5 | 10.4 | 1.6 | 2.6 | 0.0 | 1.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

**Joint Expenses (JE) are those operating expenses of multi-mode agencies which cannot be allocated by object class. Total operating expenses for each mode excludes any joint expenses. For further information, refer to Chapter 3 introduction.

C2 Allocation of operating expenses within the labor object class and into the services object class was not required for the commuter rail mode in 1984. See Chapter 3 introduction for details.

### TABLE 3.09 as of 06/02/86

### TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

### SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | VO | 221170.6 | 51.4 | 7.5 | 27.9 | 0.0 | 12.2 | 2.4 | 0.0 | 0.0 | 0.0 | -1.4 |
| | | | | VM | 109594.5 | 0.0 | 53.3 | 25.2 | 2.1 | 0.7 | 22.1 | 0.0 | 0.0 | 0.0 | -3.3 |
| | | | | NM | 6403.2 | 0.0 | 31.4 | 14.8 | 1.9 | 0.0 | 50.2 | 0.0 | 1.7 | 0.0 | 0.0 |
| | | | | GA | 76957.0 | 0.0 | 36.6 | 17.3 | 10.8 | 0.0 | 2.8 | 4.1 | 32.8 | 0.0 | -4.3 |
| | | | | TOTAL | 414125.3 | 27.4 | 25.4 | 25.0 | 2.6 | 6.7 | 8.4 | 0.8 | 6.1 | 0.0 | -2.4 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | VO | 63584.1 | 52.6 | 7.0 | 28.3 | 0.1 | 9.6 | 2.1 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | | VM | 13840.3 | 0.2 | 51.2 | 24.4 | 3.0 | 0.6 | 2.3 | 18.3 | 0.0 | 0.0 | 0.1 |
| | | | | NM | 2421.6 | 0.0 | 48.5 | 23.0 | 3.4 | 0.0 | 25.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 15995.1 | 0.5 | 30.1 | 14.5 | 19.3 | 0.0 | 7.3 | 4.8 | 13.0 | 0.0 | 10.3 |
| | | | | TOTAL | 95841.1 | 35.0 | 18.3 | 25.3 | 3.8 | 6.5 | 3.6 | 3.5 | 2.2 | 0.0 | 1.9 |
| 5119 | MI | City of Detroit DeptOTr | 609 | VO | 57509.0 | 41.3 | 4.0 | 42.5 | 0.0 | 10.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 29063.7 | 0.0 | 29.3 | 27.5 | 27.2 | 0.8 | 15.9 | 0.0 | -0.6 | 0.0 | 0.0 |
| | | | | NM | 4722.4 | 0.0 | 36.8 | 34.6 | 5.8 | 0.0 | 21.0 | 0.0 | 1.8 | 0.0 | 0.0 |
| | | | | GA | 17096.5 | 2.5 | 18.8 | 20.0 | 28.8 | 0.0 | 1.6 | 20.2 | 7.8 | 0.0 | 0.3 |
| | | | | TOTAL | 108391.5 | 22.3 | 14.5 | 34.6 | 12.1 | 5.9 | 6.2 | 3.2 | 1.1 | 0.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | 625 | VO | 44680.6 | 53.3 | 4.2 | 27.6 | 0.0 | 12.7 | 1.2 | 0.0 | 0.0 | 0.0 | 0.9 |
| | | | | VM | 17371.3 | 0.0 | 51.7 | 24.8 | 0.2 | 1.0 | 21.7 | 0.0 | 0.6 | 0.0 | 0.0 |
| | | | | NM | 3783.6 | 0.0 | 50.8 | 24.3 | 9.0 | 0.0 | 15.2 | 0.6 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 16075.4 | 0.0 | 26.5 | 12.7 | 21.2 | 0.0 | 3.7 | 13.2 | 12.1 | 0.0 | 10.5 |
| | | | | TOTAL | 81911.0 | 29.1 | 20.8 | 23.9 | 4.6 | 7.1 | 6.7 | 2.6 | 2.5 | 0.0 | 2.6 |
| 5008 | WI | Milwaukee County TS | 522 | VO | 39447.0 | 52.5 | 5.3 | 29.3 | 0.0 | 11.7 | 1.1 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | | VM | 13588.7 | 0.3 | 43.5 | 22.2 | 0.2 | 0.3 | 33.9 | 0.0 | -0.6 | 0.0 | 0.1 |
| | | | | NM | 2482.8 | 0.7 | 33.0 | 17.0 | 17.5 | 0.0 | 31.8 | 0.0 | 0.1 | 0.0 | -0.1 |
| | | | | GA | 7349.2 | 0.1 | 35.8 | 20.7 | 17.7 | 0.0 | -1.2 | 16.1 | 11.2 | 0.0 | -0.5 |
| | | | | TOTAL | 62867.7 | 33.0 | 18.2 | 26.3 | 2.8 | 7.4 | 9.1 | 1.9 | 1.2 | 0.0 | 0.1 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9013 | CA | Santa Clara County TD | 445 | VO | 43238.5 | 48.7 | 6.8 | 30.0 | 0.0 | 12.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 23787.6 | 0.0 | 47.8 | 26.2 | 4.6 | 0.3 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 2952.2 | 1.6 | 12.7 | 6.4 | 69.4 | 0.0 | 9.1 | 0.0 | 0.8 | 0.0 | 0.0 |
| | | | | GA | 20975.2 | 0.0 | 17.2 | 10.4 | 39.1 | 0.0 | 2.7 | 2.2 | 7.4 | 18.2 | 2.7 |
| | | | | TOTAL | 90953.5 | 23.2 | 20.1 | 23.7 | 12.5 | 5.8 | 7.6 | 0.5 | 1.7 | 4.2 | 0.7 |
| 2004 | NY | Buffalo-Niagara Frontier | 382 | VO | 22279.7 | 53.5 | 6.7 | 24.6 | 0.0 | 13.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.3 |
| | | | | VM | 8406.4 | 0.8 | 57.1 | 23.7 | 0.0 | 0.4 | 18.2 | 0.0 | -0.2 | 0.0 | 0.0 |
| | | | | NM | 1256.0 | 0.0 | 55.5 | 22.6 | 5.7 | 0.0 | 15.0 | 0.0 | 1.2 | 0.0 | 0.0 |
| | | | | GA | 3635.7 | 0.0 | 33.5 | 13.7 | 8.3 | 0.0 | 3.4 | 24.5 | 11.8 | 0.0 | 4.7 |
| | | | | TOTAL | 35577.7 | 33.7 | 23.1 | 23.2 | 1.1 | 8.5 | 6.2 | 2.5 | 1.2 | 0.0 | 0.7 |
| 2007 | NY | East Meadow-MSBA | 261 | VO | 23355.9 | 47.8 | 6.0 | 31.4 | 0.0 | 13.6 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 9435.3 | 0.0 | 48.8 | 28.5 | 2.6 | 0.7 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 694.6 | 0.0 | 28.1 | 16.4 | 42.6 | 0.0 | 12.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 5686.1 | 0.2 | 38.9 | 22.8 | 10.3 | 0.0 | 4.1 | 8.3 | 14.4 | 0.0 | 1.0 |
| | | | | TOTAL | 39172.0 | 28.5 | 21.5 | 29.2 | 2.9 | 8.3 | 6.2 | 1.2 | 2.1 | 0.0 | 0.1 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9124 P | AZ | Phoenix Transit System | 238 | VO | 12983.7 | 54.4 | 6.4 | 19.1 | 0.0 | 16.1 | 1.6 | 0.0 | 0.0 | 0.0 | 2.3 |
| | | | | VM | 5550.9 | 0.0 | 44.4 | 14.8 | 2.6 | 0.6 | 39.1 | 0.0 | -1.6 | 0.0 | 0.0 |
| | | | | NM | 782.0 | 0.0 | 32.0 | 10.1 | 36.7 | 0.0 | 21.5 | 0.0 | -0.4 | 0.0 | 0.0 |
| | | | | GA | 2349.4 | 0.0 | 44.4 | 11.3 | 18.8 | 0.0 | 8.7 | 13.3 | 0.0 | 0.0 | 3.5 |
| | | | | TOTAL | 21666.0 | 32.6 | 21.2 | 16.9 | 4.1 | 9.8 | 12.7 | 1.4 | -0.4 | 0.0 | 1.7 |
| 9019 | CA | Sacramento RTD | 189 | VO | 14721.7 | 50.5 | 5.7 | 30.1 | 0.3 | 11.2 | 1.6 | 0.0 | 0.0 | 0.0 | 0.7 |
| | | | | VM | 4071.7 | 0.0 | 50.8 | 27.2 | 1.8 | 0.3 | 19.9 | 0.0 | -0.0 | 0.0 | 0.0 |
| | | | | NM | 559.2 | 0.0 | 54.0 | 28.9 | 10.5 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 5455.0 | 0.4 | 40.3 | 21.8 | 14.2 | 0.0 | 3.5 | 4.1 | 11.2 | 0.0 | 4.5 |
| | | | | TOTAL | 24807.7 | 30.1 | 21.8 | 27.7 | 3.8 | 6.7 | 5.2 | 0.9 | 2.5 | 0.0 | 1.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

**SINGLE MODE MOTOR BUS TRANSIT SYSTEMS**

**TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1048 P | CT | Hartford-Conn Transit | 207 | VO | 12567.4 | 56.2 | 4.1 | 24.8 | 0.0 | 13.8 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 4212.4 | 0.0 | 41.2 | 17.0 | 1.9 | 0.7 | 38.7 | 0.0 | 0.5 | 0.0 | 0.0 |
| | | | | NM | 455.4 | 0.0 | 39.7 | 17.3 | 4.9 | 0.0 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2633.0 | 0.0 | 19.9 | 8.0 | 20.3 | 0.0 | 17.3 | 5.1 | 19.7 | 0.0 | 9.7 |
| | | | | TOTAL | 19868.3 | 35.5 | 14.9 | 20.7 | 3.2 | 8.9 | 12.1 | 0.7 | 2.7 | 0.0 | 1.3 |
| 1055 P | CT | New Haven-Conn Transit | 101 | VO | 7427.1 | 54.2 | 5.9 | 24.2 | 0.0 | 14.4 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 2349.5 | 0.0 | 43.5 | 18.5 | 3.5 | 0.7 | 33.4 | 0.0 | 0.5 | 0.0 | 0.0 |
| | | | | NM | 289.8 | 0.0 | 45.3 | 19.1 | 2.8 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1815.3 | 0.0 | 18.2 | 7.0 | 16.6 | 0.0 | 18.9 | 6.9 | 22.1 | 0.0 | 10.3 |
| | | | | TOTAL | 11881.7 | 33.9 | 16.2 | 20.3 | 3.3 | 9.1 | 11.1 | 1.1 | 3.5 | 0.0 | 1.6 |
| 3031 | DE | Wilmington-DART | 100 | VO | 4770.4 | 54.4 | 3.4 | 27.0 | 0.7 | 12.8 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1495.1 | 0.0 | 49.2 | 29.6 | 0.3 | 0.5 | 20.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 135.3 | 0.0 | 37.2 | 0.0 | 18.4 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1154.3 | 0.0 | 23.3 | 24.3 | 22.6 | 0.0 | 1.6 | 6.2 | 16.6 | 0.0 | 5.4 |
| | | | | TOTAL | 7555.2 | 34.3 | 16.1 | 26.6 | 4.3 | 8.2 | 6.1 | 0.9 | 2.5 | 0.0 | 0.8 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | 198 | VO | 12571.6 | 46.1 | 5.5 | 24.4 | 1.3 | 18.1 | 2.1 | 0.0 | 0.0 | 0.0 | 2.5 |
| | | | | VM | 4089.7 | 0.0 | 49.4 | 23.5 | 1.1 | 0.0 | 28.6 | 0.0 | -2.6 | 0.0 | 0.0 |
| | | | | NM | 299.0 | 0.0 | 38.0 | 18.0 | 0.0 | 0.0 | 1.7 | 0.0 | 42.3 | 0.0 | 0.0 |
| | | | | GA | 1959.3 | 0.0 | 25.8 | 12.3 | 10.7 | 0.0 | 7.6 | 7.9 | 24.3 | 0.0 | 11.3 |
| | | | | TOTAL | 18919.6 | 30.6 | 17.6 | 22.9 | 2.2 | 12.0 | 8.4 | 0.8 | 2.6 | 0.0 | 2.8 |
| 4041 | FL | Hillborough Area RTA | 131 | VO | 6838.6 | 47.5 | 4.9 | 22.1 | 0.0 | 22.2 | 2.1 | 0.0 | 0.0 | 0.0 | 1.1 |
| | | | | VM | 2072.4 | 4.2 | 36.5 | 16.8 | 1.3 | 0.0 | 41.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 87.9 | 0.0 | 33.0 | 12.4 | 24.4 | 0.0 | 30.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1504.5 | 0.0 | 30.0 | 13.2 | 15.9 | 0.0 | 1.4 | 7.0 | 13.1 | 0.0 | 19.3 |
| | | | | TOTAL | 10503.4 | 31.8 | 15.0 | 19.7 | 2.7 | 14.5 | 10.0 | 1.0 | 1.9 | 0.0 | 3.5 |
| 5080 | IL | Des Plaines-No Suburb TD | 103 | VO | 5765.1 | 68.2 | 4.5 | 27.2 | 0.0 | 0.4 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 2509.2 | 0.0 | 41.0 | 16.1 | 10.3 | 0.4 | 32.3 | 0.0 | -0.1 | 0.0 | 0.0 |
| | | | | NM | 276.7 | 0.0 | 25.4 | 8.6 | 18.3 | 0.0 | 45.0 | 0.0 | 2.7 | 0.0 | 0.0 |
| | | | | GA | 704.9 | 0.0 | 53.0 | 13.0 | 14.1 | 1.4 | 3.7 | 10.7 | 0.9 | 0.0 | 3.2 |
| | | | | TOTAL | 9256.0 | 42.5 | 18.7 | 22.6 | 4.4 | 0.5 | 10.2 | 0.8 | 0.1 | 0.0 | 0.2 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4008 | NC | Charlotte TS | 100 | VO | 5186.8 | 56.6 | 1.0 | 18.3 | 1.4 | 17.5 | 2.8 | 0.0 | 0.0 | 0.0 | 2.4 |
| | | | | VM | 1657.0 | 0.0 | 54.3 | 17.2 | 6.3 | 1.0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 147.2 | 0.0 | 32.1 | 10.2 | 40.6 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1176.4 | 0.0 | 27.9 | 8.8 | 34.2 | 0.0 | 3.4 | 4.8 | 10.6 | 0.0 | 10.3 |
| | | | | TOTAL | 8167.3 | 36.0 | 16.3 | 16.5 | 7.8 | 11.3 | 6.6 | 1.0 | 1.5 | 0.0 | 3.0 |
| 2072 | NY | Hauppage-Suffolk Transit | 100 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 9540.6 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.8 | 0.0 |
| | | | | TOTAL | 9540.6 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.8 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | 188 | VO | 13214.4 | 54.3 | 6.3 | 28.3 | 0.0 | 10.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 4539.0 | 0.0 | 53.0 | 24.7 | 0.0 | 0.0 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 379.7 | 0.0 | 68.4 | 31.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2733.8 | 0.0 | 18.4 | 8.8 | 0.8 | 0.0 | 0.0 | 9.3 | 25.9 | 0.0 | 36.8 |
| | | | | TOTAL | 20866.9 | 34.4 | 19.1 | 25.0 | 0.1 | 6.5 | 5.4 | 1.2 | 3.4 | 0.0 | 4.8 |
| 2040 | NY | New York Bus Tours, Inc. | 184 | VO | 6317.2 | 56.6 | 9.8 | 13.9 | 0.2 | 16.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.5 |
| | | | | VM | 2521.0 | 0.0 | 40.5 | 8.0 | 0.0 | 0.0 | 49.9 | 0.0 | 1.6 | 0.0 | 0.0 |
| | | | | NM | 78.5 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2406.6 | 0.0 | 27.4 | 4.7 | 9.0 | 0.0 | 2.0 | 8.4 | 10.8 | 0.0 | 37.6 |
| | | | | TOTAL | 11323.3 | 31.6 | 20.3 | 10.6 | 2.7 | 9.2 | 12.8 | 1.8 | 2.7 | 0.0 | 8.3 |
| 2038 | NY | New York-Green Bus Lines | 156 | VO | 17197.3 | 49.6 | 6.7 | 30.6 | 0.0 | 11.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 7725.4 | 0.0 | 50.1 | 27.2 | 0.0 | 0.0 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 539.3 | 0.0 | 64.7 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 3886.5 | 0.0 | 14.8 | 8.0 | 0.6 | 0.0 | 0.0 | 9.3 | 36.0 | 0.0 | 31.3 |
| | | | | TOTAL | 29348.5 | 29.1 | 20.2 | 26.8 | 0.1 | 6.8 | 6.9 | 1.2 | 4.8 | 0.0 | 4.2 |
| 2043 | NY | Queens Transit Corp | 185 | VO | 14670.4 | 51.6 | 5.7 | 28.6 | 0.3 | 11.2 | 2.2 | 0.0 | 0.0 | 0.0 | 0.5 |
| | | | | VM | 9089.6 | 0.0 | 44.6 | 16.9 | 1.9 | 0.0 | 34.3 | 2.2 | 0.0 | 0.0 | 0.3 |
| | | | | NM | 304.0 | 0.0 | 0.0 | 0.0 | 75.3 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 4154.3 | 0.0 | 25.4 | 9.4 | 12.5 | 0.0 | 5.0 | 1.3 | 27.0 | 0.0 | 19.3 |
| | | | | TOTAL | 28218.3 | 26.8 | 21.0 | 21.7 | 3.4 | 5.8 | 13.2 | 0.9 | 4.0 | 0.0 | 3.2 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

**SINGLE MODE MOTOR BUS TRANSIT SYSTEMS**

**TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2045 | NY | Steinway Transit Corp. | 108 | VO | 8391.9 | 51.7 | 7.0 | 26.5 | 0.2 | 12.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| | | | | VM | 4487.2 | 0.0 | 57.6 | 18.4 | 1.7 | 0.0 | 19.2 | 3.0 | 0.0 | 0.0 | 0.1 |
| | | | | NM | 148.2 | 0.0 | 0.0 | 0.0 | 76.2 | 0.0 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2051.9 | 0.0 | 25.8 | 5.7 | 13.8 | 0.0 | 2.1 | 0.5 | 37.1 | 0.0 | 15.1 |
| | | | | TOTAL | 15079.2 | 28.8 | 24.6 | 21.0 | 3.3 | 6.7 | 7.4 | 1.0 | 5.0 | 0.0 | 2.4 |
| 2079 P | NY | Yonkers-Liberty Lines | 227 | VO | 16755.4 | 53.9 | 4.7 | 21.0 | 1.3 | 17.2 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 6860.2 | 0.0 | 39.7 | 15.0 | 7.8 | 1.0 | 37.7 | 0.0 | -1.2 | 0.0 | 0.0 |
| | | | | NM | 579.1 | 0.0 | 36.6 | 13.0 | 24.0 | 0.0 | 26.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 4256.5 | 0.0 | 32.1 | 11.4 | 10.6 | 0.0 | 6.8 | 2.9 | 15.9 | 0.0 | 20.2 |
| | | | | TOTAL | 28451.2 | 31.7 | 17.9 | 18.0 | 4.7 | 10.4 | 11.8 | 0.4 | 2.1 | 0.0 | 3.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | 160 | VO | 8371.2 | 51.5 | 6.2 | 22.1 | 1.0 | 16.8 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 4783.7 | 0.0 | 31.1 | 12.3 | 20.4 | 0.6 | 35.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 187.8 | 0.0 | 3.1 | 1.2 | 35.6 | 0.0 | 60.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2785.9 | 0.0 | 35.5 | 13.3 | 11.5 | 0.0 | 6.9 | 7.8 | 17.4 | 0.0 | 7.5 |
| | | | | TOTAL | 16128.8 | 26.7 | 18.6 | 17.4 | 8.9 | 8.9 | 13.7 | 1.4 | 3.0 | 0.0 | 1.3 |
| 5022 | OH | Toledo RTA | 178 | VO | 8559.9 | 54.8 | 3.3 | 24.3 | 0.0 | 15.5 | 1.9 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | | VM | 1730.3 | 0.0 | 54.2 | 24.1 | 0.2 | 0.3 | 24.2 | 0.0 | -3.0 | 0.0 | 0.0 |
| | | | | NM | 90.5 | 0.0 | 34.8 | 15.2 | 5.0 | 0.0 | 25.9 | 0.0 | 19.1 | 0.0 | 0.0 |
| | | | | GA | 1679.1 | 0.0 | 21.9 | 9.1 | 4.7 | 0.0 | 13.0 | 11.2 | 38.1 | 0.0 | 2.0 |
| | | | | TOTAL | 12059.7 | 38.9 | 13.4 | 22.1 | 0.7 | 11.0 | 6.8 | 1.6 | 5.0 | 0.0 | 0.4 |
| 1001 | RI | Providence-Rhode Is PTA | 201 | VO | 13788.9 | 52.1 | 6.4 | 28.3 | 0.0 | 11.6 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 3181.0 | 0.0 | 50.9 | 24.7 | 0.0 | 0.8 | 23.7 | 0.0 | -0.1 | 0.0 | 0.0 |
| | | | | NM | 496.2 | 0.0 | 47.3 | 22.9 | 2.0 | 0.0 | 26.3 | 0.0 | 1.5 | 0.0 | 0.0 |
| | | | | GA | 2778.4 | 0.0 | 31.4 | 15.2 | 4.9 | 0.0 | 7.4 | 11.8 | 25.6 | 0.0 | 3.6 |
| | | | | TOTAL | 20244.4 | 35.5 | 17.8 | 25.8 | 0.7 | 8.0 | 6.5 | 1.6 | 3.5 | 0.0 | 0.5 |
| 6007 | TX | Fort Worth CITRAN | 106 | VO | 4969.3 | 52.4 | 21.0 | 1.8 | 1.6 | 19.7 | 2.1 | 0.0 | 0.0 | 0.0 | 1.4 |
| | | | | VM | 1438.6 | 0.0 | 49.0 | 14.8 | 2.0 | 1.3 | 34.2 | 0.0 | -1.4 | 0.0 | 0.1 |
| | | | | NM | 220.8 | 0.0 | 40.7 | 12.3 | 20.6 | 0.0 | 25.5 | 0.0 | 0.9 | 0.0 | 0.0 |
| | | | | GA | 1567.7 | 0.0 | 28.3 | 8.3 | 30.5 | 0.0 | 3.2 | 9.4 | 12.6 | 0.0 | 7.7 |
| | | | | TOTAL | 8196.4 | 31.8 | 27.8 | 5.6 | 7.7 | 12.2 | 8.6 | 1.8 | 2.2 | 0.0 | 2.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | 67 | VO | 6713.7 | 46.8 | 8.3 | 23.5 | 11.2 | 8.4 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1977.7 | 0.0 | 47.5 | 18.4 | 13.6 | 0.0 | 19.7 | 0.0 | 0.0 | 0.0 | 0.7 |
| | | | | NM | 75.2 | 0.0 | 0.0 | 0.0 | 99.7 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1206.0 | 0.0 | 40.7 | 19.3 | 33.2 | 0.0 | 0.5 | 1.4 | 4.8 | 0.0 | 0.1 |
| | | | | TOTAL | 9972.5 | 31.5 | 19.9 | 21.8 | 15.0 | 5.6 | 5.3 | 0.2 | 0.6 | 0.0 | 0.2 |
| 6033 | AR | Little Rock-Metroplan | 51 | VO | 2630.5 | 56.6 | 4.0 | 20.7 | 0.2 | 15.2 | 1.5 | 0.0 | 0.0 | 0.0 | 1.9 |
| | | | | VM | 646.4 | 0.0 | 48.9 | 16.7 | 1.0 | 2.4 | 31.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| | | | | NM | 154.5 | 0.0 | 55.2 | 18.0 | 9.8 | 0.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 302.5 | 0.0 | 18.3 | 5.8 | 14.3 | 0.0 | 0.0 | 14.3 | 38.7 | 0.0 | 8.7 |
| | | | | TOTAL | 3733.9 | 39.9 | 15.0 | 18.7 | 1.9 | 11.1 | 7.1 | 1.2 | 3.1 | 0.0 | 2.0 |
| 9078 | CA | Central Contra Costa TS | 58 | VO | 2448.1 | 56.9 | 0.0 | 19.3 | 1.2 | 18.2 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1478.7 | 0.0 | 33.6 | 11.4 | 5.2 | 1.1 | 37.9 | 2.9 | 4.5 | 0.0 | 3.3 |
| | | | | NM | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1590.4 | 0.0 | 34.3 | 11.6 | 37.0 | 0.0 | 3.8 | 2.8 | 4.8 | 0.0 | 5.6 |
| | | | | TOTAL | 5539.7 | 25.2 | 18.8 | 14.9 | 12.5 | 8.4 | 13.5 | 1.6 | 2.6 | 0.0 | 2.5 |
| 9006 | CA | Santa Cruz MTD | 59 | VO | 6257.5 | 49.0 | 8.4 | 28.3 | 0.5 | 13.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | | VM | 2917.7 | 0.0 | 9.2 | 4.6 | 79.6 | 0.0 | 1.9 | 0.1 | 4.7 | 0.0 | 0.0 |
| | | | | NM | 286.6 | 0.0 | 42.5 | 23.9 | 12.9 | 1.5 | 18.1 | 1.1 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1308.2 | 0.0 | 45.3 | 23.2 | 18.6 | 0.4 | 2.3 | 4.4 | 1.2 | 0.0 | 4.7 |
| | | | | TOTAL | 10770.0 | 28.5 | 14.0 | 21.1 | 24.5 | 7.9 | 1.3 | 0.6 | 1.4 | 0.0 | 0.7 |
| 9008 | CA | Santa Monica Muni Bus | 95 | VO | 6776.6 | 56.9 | 2.8 | 21.7 | 0.0 | 15.8 | 1.6 | 0.0 | 0.0 | 0.0 | 1.2 |
| | | | | VM | 1871.0 | 0.0 | 32.2 | 11.7 | 18.8 | -0.5 | 38.8 | 0.0 | -1.1 | 0.0 | 0.0 |
| | | | | NM | 124.6 | 0.0 | 25.1 | 9.1 | 27.4 | 0.0 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1479.5 | 2.3 | 25.6 | 10.1 | 26.5 | 0.0 | 2.5 | 4.5 | 23.2 | 0.0 | 5.4 |
| | | | | TOTAL | 10251.7 | 37.9 | 11.7 | 18.0 | 7.6 | 10.4 | 9.0 | 0.7 | 3.2 | 0.0 | 1.6 |
| 5082 P | IL | S Holland-Harvey TMgmt | 54 | VO | 3404.3 | 63.7 | 6.5 | 29.2 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1654.1 | 0.0 | 55.1 | 22.9 | 1.3 | 0.0 | 20.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 154.6 | 0.0 | 31.4 | 12.7 | 22.1 | 0.0 | 32.0 | 0.0 | 1.8 | 0.0 | 0.0 |
| | | | | GA | 486.8 | 0.0 | 22.9 | 10.3 | 28.1 | 0.0 | 5.5 | 31.7 | 0.1 | 0.0 | 1.3 |
| | | | | TOTAL | 5699.8 | 38.0 | 22.7 | 25.3 | 3.4 | 0.3 | 7.4 | 2.7 | 0.1 | 0.0 | 0.1 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

**SINGLE MODE MOTOR BUS TRANSIT SYSTEMS**

**TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5086 | IL | Transit Mgmt of Wst Towns | 78 | VO | 5389.7 | 62.2 | 5.7 | 31.8 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1997.7 | 0.0 | 47.7 | 21.4 | 0.3 | 0.1 | 30.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 175.6 | 0.0 | 32.1 | 12.9 | 6.5 | 0.0 | 43.1 | 0.0 | 5.4 | 0.0 | 0.0 |
| | | | | GA | 442.5 | 0.0 | 30.0 | 15.8 | 10.1 | 0.0 | 5.5 | 20.4 | 0.9 | 0.0 | 17.3 |
| | | | | TOTAL | 8005.5 | 41.9 | 18.1 | 27.9 | 0.8 | 0.1 | 8.9 | 1.1 | 0.2 | 0.0 | 1.0 |
| 5044 | IN | Fort Wayne PTC | 54 | VO | 2885.3 | 53.7 | 5.3 | 26.7 | 0.0 | 12.1 | 1.9 | 0.0 | 0.3 | 0.0 | 0.0 |
| | | | | VM | 688.3 | 0.0 | 52.7 | 23.7 | 0.0 | 1.3 | 20.3 | 0.0 | 2.0 | 0.0 | 0.0 |
| | | | | NM | 0.9 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 679.5 | 0.0 | 27.8 | 12.5 | 18.2 | 0.3 | 7.4 | 9.3 | 9.9 | 0.0 | 14.6 |
| | | | | TOTAL | 4254.0 | 36.4 | 16.6 | 23.9 | 2.9 | 8.4 | 5.8 | 1.5 | 2.1 | 0.0 | 2.3 |
| 1089 P | MA | Springfield Transit Mgmt | 74 | VO | 2891.7 | 70.9 | 8.5 | 3.4 | 0.0 | 16.5 | 0.6 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 1050.3 | 5.5 | 59.3 | 1.7 | 3.0 | 2.8 | 27.5 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | NM | 75.1 | 0.0 | 80.9 | 0.0 | 10.8 | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1631.5 | 1.0 | 12.2 | 65.7 | 6.5 | 0.6 | 0.8 | 5.6 | 6.1 | 0.0 | 1.5 |
| | | | | TOTAL | 5648.6 | 37.6 | 20.0 | 21.0 | 2.6 | 9.1 | 5.8 | 1.6 | 1.8 | 0.0 | 0.5 |
| 4007 | NC | Raleigh-N.C. Transit Div | 51 | VO | 2167.7 | 48.9 | 4.7 | 15.3 | 5.6 | 21.3 | 3.8 | 0.0 | 0.0 | 0.0 | 0.4 |
| | | | | VM | 544.4 | 0.0 | 41.9 | 12.0 | 0.9 | 0.7 | 44.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 83.3 | 0.0 | 20.2 | 5.8 | 31.6 | 0.0 | 42.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 327.5 | 0.0 | 23.1 | 6.6 | 22.9 | 0.0 | 6.3 | 13.1 | 17.9 | 0.0 | 10.2 |
| | | | | TOTAL | 3122.9 | 33.9 | 13.5 | 13.6 | 7.3 | 14.9 | 12.2 | 1.4 | 1.9 | 0.0 | 1.4 |
| 2092 P | NJ | Bergenfield-Rockland TC | 68 | VO | 4876.1 | 46.5 | 9.5 | 19.1 | 0.0 | 14.8 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1109.3 | 0.0 | 72.8 | 24.4 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 92.5 | 0.0 | 70.8 | 29.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1213.6 | 0.0 | 29.3 | 10.0 | 3.0 | 0.0 | 2.5 | 2.6 | 14.1 | 0.0 | 38.6 |
| | | | | TOTAL | 7291.5 | 31.1 | 23.2 | 18.5 | 0.5 | 9.9 | 7.1 | 0.9 | 2.3 | 0.0 | 6.4 |
| 2073 | NY | Brooklyn-Command Bus Co | 81 | VO | 5093.6 | 60.4 | 5.1 | 18.0 | 0.0 | 14.4 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 2919.1 | 0.0 | 48.5 | 13.3 | 0.0 | 0.0 | 38.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 260.4 | 0.0 | 78.6 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1132.3 | 0.0 | 21.2 | 5.8 | 1.1 | 0.0 | 0.0 | 0.6 | 34.0 | 0.0 | 37.3 |
| | | | | TOTAL | 9405.4 | 32.7 | 22.5 | 15.2 | 0.1 | 7.8 | 13.0 | 0.1 | 4.1 | 0.0 | 4.5 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2012 P | NY | Mountain View Coach Lines | 65 | VO | 3680.5 | 50.8 | 0.0 | 10.0 | 0.6 | 23.9 | 3.7 | 0.0 | 1.2 | 0.0 | 9.8 |
| | | | | VM | 1676.6 | 0.0 | 44.6 | 8.7 | 1.1 | 0.0 | 34.3 | 7.0 | 0.0 | 0.0 | 4.3 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1578.7 | 0.0 | 28.7 | 5.9 | 0.0 | 0.0 | 9.4 | 0.0 | 6.8 | 0.0 | 49.3 |
| | | | | TOTAL | 6935.8 | 27.0 | 17.3 | 8.8 | 0.6 | 12.7 | 12.4 | 1.7 | 2.2 | 0.0 | 17.4 |
| 2039 | NY | New York-Jamaica Bus | 96 | VO | 10792.4 | 43.3 | 7.1 | 23.2 | 0.0 | 8.8 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 2450.3 | 0.0 | 68.5 | 31.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 196.8 | 0.0 | 68.5 | 31.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2421.0 | 0.0 | 17.4 | 8.0 | 1.0 | 0.0 | 0.0 | 8.6 | 32.9 | 0.0 | 32.1 |
| | | | | TOTAL | 15860.5 | 29.5 | 18.9 | 22.2 | 0.2 | 6.0 | 12.0 | 1.3 | 5.0 | 0.0 | 4.9 |
| 2076 | NY | Westchester County DOT | 51 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 16.3 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 15964.6 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.8 | 91.5 | 3.2 |
| | | | | TOTAL | 15980.9 | 0.0 | 4.2 | 0.0 | 0.1 | 0.0 | 0.1 | 0.2 | 0.8 | 91.4 | 3.2 |
| 4061 P | SC | Charleston-SCE&G Co. | 53 | VO | 2573.1 | 40.5 | 8.8 | 28.9 | 0.5 | 16.0 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 1131.8 | 0.0 | 3.8 | 2.2 | 0.0 | 0.0 | 93.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | -1011.9 | 0.0 | -8.1 | -4.7 | -2.7 | 0.0 | -2.1 | 0.0 | -8.9 | 0.0 | 126.5 |
| | | | | TOTAL | 2696.8 | 38.7 | 13.1 | 30.3 | 1.5 | 15.3 | 45.3 | 0.0 | 3.3 | 0.0 | -47.5 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9062 | CA | Monterey-Salinas Transit | 40 | VO | 2310.9 | 52.4 | 8.3 | 18.4 | 0.1 | 18.4 | 1.7 | 0.0 | 0.0 | 0.0 | 0.8 |
| | | | | VM | 706.8 | 0.0 | 51.6 | 14.0 | 6.9 | 0.7 | 19.9 | 0.0 | 5.6 | 0.0 | 1.4 |
| | | | | NM | 57.2 | 0.0 | 50.3 | 18.7 | 9.0 | 0.0 | 21.3 | 0.0 | 0.0 | 0.0 | 0.7 |
| | | | | GA | 683.1 | 0.0 | 34.6 | 8.1 | 12.7 | 0.0 | 12.8 | 5.3 | 14.3 | 0.0 | 12.3 |
| | | | | TOTAL | 3758.1 | 32.2 | 21.8 | 15.7 | 3.8 | 11.4 | 7.4 | 1.0 | 3.6 | 0.0 | 3.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

## SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

## TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9020 | CA | Santa Barbara MTD | 49 | VO | 3539.0 | 49.2 | 7.9 | 27.5 | 0.0 | 12.6 | 1.8 | 0.0 | 0.0 | 0.0 | 0.9 |
| | | | | VM | 1152.5 | 0.0 | 47.0 | 22.7 | 3.4 | 0.0 | 26.6 | 0.0 | 0.4 | 0.0 | 0.0 |
| | | | | NM | 150.6 | 0.0 | 0.0 | 0.0 | 50.8 | 0.0 | 31.2 | 0.0 | 18.0 | 0.0 | 0.0 |
| | | | | GA | 961.7 | 0.0 | 32.1 | 20.1 | 7.2 | 0.0 | 4.8 | 7.5 | 5.0 | 0.0 | 23.3 |
| | | | | TOTAL | 5803.8 | 30.0 | 19.5 | 24.6 | 3.2 | 7.7 | 8.0 | 1.2 | 1.4 | 0.0 | 4.4 |
| 1068 P | CT | Waterbury-Northeast Trans | 33 | VO | 1387.9 | 57.4 | 1.4 | 22.4 | 0.0 | 17.4 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 503.8 | 0.0 | 41.0 | 16.8 | 15.2 | 3.8 | 23.8 | 0.0 | -0.6 | 0.0 | 0.0 |
| | | | | NM | 17.4 | 0.0 | 13.7 | 0.5 | 24.3 | 0.0 | 59.8 | 0.0 | 1.8 | 0.0 | 0.0 |
| | | | | GA | 303.0 | 0.0 | 28.0 | 18.8 | 20.3 | 0.0 | 1.3 | 19.1 | 5.2 | 0.0 | 7.3 |
| | | | | TOTAL | 2212.1 | 36.0 | 14.2 | 20.5 | 6.4 | 11.8 | 6.9 | 2.6 | 0.6 | 0.0 | 1.0 |
| 4037 | FL | W Plm Bch-Florida Transit | 49 | VO | 2836.9 | 54.1 | 0.0 | 23.2 | 1.0 | 18.5 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 922.3 | 0.0 | 44.6 | 20.1 | 7.8 | 1.3 | 25.3 | 0.0 | 1.0 | 0.0 | 0.0 |
| | | | | NM | 73.3 | 0.0 | 62.7 | 27.4 | 4.3 | 0.0 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 982.9 | 0.0 | 32.2 | 15.7 | 20.2 | 0.0 | 0.8 | 5.5 | 23.7 | 0.0 | 1.9 |
| | | | | TOTAL | 4815.4 | 31.9 | 16.1 | 21.2 | 6.3 | 11.1 | 7.0 | 1.1 | 5.0 | 0.0 | 0.4 |
| 4025 | GA | Savannah TA | 39 | VO | 2249.9 | 52.8 | 6.6 | 18.1 | 0.0 | 16.4 | 4.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | | VM | 1111.3 | 0.0 | 49.3 | 15.0 | 3.3 | 0.3 | 32.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | NM | 170.6 | 0.0 | 16.8 | 5.1 | 9.0 | 0.0 | 69.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 474.8 | 0.0 | 28.4 | 8.7 | 19.5 | 0.0 | 2.9 | 11.3 | 23.1 | 0.0 | 6.1 |
| | | | | TOTAL | 4006.6 | 29.6 | 21.5 | 15.6 | 3.6 | 9.3 | 14.4 | 1.3 | 2.7 | 0.0 | 1.9 |
| 5060 | IL | Champaign-Urbana MTD | 40 | VO | 2376.9 | 53.6 | 7.9 | 19.6 | 1.3 | 16.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 958.1 | 0.0 | 45.4 | 13.7 | 2.1 | 1.3 | 37.3 | 0.0 | 0.1 | 0.0 | 0.1 |
| | | | | NM | 58.5 | 0.0 | 34.3 | 9.4 | 0.0 | 0.0 | 56.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 672.5 | 0.0 | 40.2 | 9.1 | 7.3 | 0.0 | 1.3 | 12.5 | 9.5 | 0.0 | 20.1 |
| | | | | TOTAL | 4066.0 | 31.3 | 22.5 | 16.3 | 2.5 | 9.7 | 10.6 | 2.1 | 1.6 | 0.0 | 3.4 |
| 5057 | IL | Rock Island County MTD | 32 | VO | 1860.9 | 55.2 | 3.9 | 21.2 | 0.0 | 15.6 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 683.8 | 0.0 | 40.2 | 20.1 | 14.6 | 1.0 | 22.5 | 0.0 | 1.6 | 0.0 | 0.0 |
| | | | | NM | 141.8 | 0.0 | 13.6 | 4.1 | 36.4 | 0.0 | 46.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 343.1 | 0.0 | 24.6 | 8.9 | 12.2 | 0.0 | 9.2 | 14.1 | 17.8 | 0.0 | 13.3 |
| | | | | TOTAL | 3029.6 | 33.9 | 14.9 | 18.7 | 6.4 | 9.8 | 10.8 | 1.6 | 2.4 | 0.0 | 1.5 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5083 | IL | Transit Mgmt. of Oak Lawn | 28 | VO | 1597.1 | 61.9 | 7.7 | 30.1 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 547.2 | 0.0 | 49.2 | 22.5 | 6.0 | 0.0 | 22.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 35.2 | 0.0 | 0.0 | 0.0 | 8.6 | 0.0 | 91.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 161.8 | 0.0 | 35.7 | 19.8 | 13.1 | 0.0 | 4.8 | 21.0 | 0.4 | 0.0 | 5.1 |
| | | | | TOTAL | 2341.3 | 42.2 | 19.2 | 27.1 | 2.4 | 0.1 | 7.0 | 1.5 | 0.0 | 0.0 | 0.4 |
| 5045 | IN | Gary PTC | 26 | VO | 2779.0 | 56.7 | 5.7 | 17.6 | 1.2 | 17.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 950.9 | 0.0 | 33.0 | 9.3 | 17.7 | 1.7 | 32.5 | 0.0 | 5.7 | 0.0 | 0.1 |
| | | | | NM | 342.2 | 0.0 | 52.3 | 14.8 | 12.7 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | | GA | 654.5 | 0.0 | 23.5 | 6.6 | 17.6 | 0.0 | 4.2 | 15.9 | 23.1 | 0.0 | 9.0 |
| | | | | TOTAL | 4726.6 | 33.3 | 17.0 | 14.2 | 7.6 | 10.3 | 9.7 | 2.2 | 4.4 | 0.0 | 1.3 |
| 6021 P | LA | Harahan-Louisiana Tran Co | 27 | VO | 1661.6 | 50.1 | 3.9 | 20.2 | 0.0 | 20.3 | 2.2 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | | | VM | 617.3 | 0.0 | 45.8 | 16.9 | 4.4 | 0.4 | 23.4 | 0.8 | 8.3 | 0.0 | 0.1 |
| | | | | NM | 65.3 | 0.0 | 48.2 | 17.7 | 20.5 | 0.0 | 12.3 | 0.9 | 0.4 | 0.0 | 0.0 |
| | | | | GA | 445.6 | 0.0 | 36.5 | 11.8 | 14.7 | 0.0 | 3.1 | 2.1 | 27.2 | 0.0 | 4.6 |
| | | | | TOTAL | 2789.7 | 29.8 | 19.4 | 18.1 | 3.8 | 12.2 | 7.3 | 0.5 | 6.2 | 0.0 | 2.7 |
| 1016 | ME | Gr Portland Transit Dist | 38 | VO | 1786.7 | 50.5 | 4.2 | 23.3 | 0.3 | 12.8 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 604.1 | 0.0 | 54.0 | 22.5 | 0.0 | 0.4 | 1.0 | 10.6 | 11.6 | 0.0 | 0.0 |
| | | | | NM | 70.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | 20.6 | 0.0 | 0.0 |
| | | | | GA | 299.5 | 0.0 | 32.8 | 8.2 | 12.1 | 0.0 | 27.9 | 3.4 | 3.1 | 0.0 | 12.6 |
| | | | | TOTAL | 2760.6 | 32.7 | 18.1 | 20.9 | 1.5 | 8.4 | 10.9 | 2.8 | 3.4 | 0.0 | 1.4 |
| 5035 | MI | Kalamazoo Metro TS | 39 | VO | 2170.1 | 40.5 | 4.8 | 27.1 | 9.5 | 16.5 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 894.9 | 0.0 | 38.1 | 21.2 | 9.6 | 0.1 | 23.7 | 0.0 | 7.0 | 0.0 | 0.2 |
| | | | | NM | 108.4 | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 10.3 | 77.2 | 1.7 | 0.0 | 0.0 |
| | | | | GA | 253.9 | 0.0 | 43.2 | 23.5 | 7.5 | 0.2 | 3.0 | 0.0 | 0.0 | 0.0 | 22.5 |
| | | | | TOTAL | 3427.3 | 25.6 | 16.2 | 24.4 | 9.4 | 10.5 | 7.9 | 2.4 | 1.9 | 0.0 | 1.7 |
| 9045 P | NV | Las Vegas Transit | 25 | VO | 1776.7 | 52.0 | 7.0 | 19.7 | 0.0 | 18.2 | 2.4 | 0.0 | 0.0 | 0.0 | 0.7 |
| | | | | VM | 466.0 | 0.0 | 51.3 | 15.4 | 0.0 | 1.3 | 29.2 | 0.0 | 2.8 | 0.0 | 0.0 |
| | | | | NM | 34.3 | 0.0 | 19.4 | 6.1 | 0.0 | 0.0 | 48.6 | 0.0 | 25.9 | 0.0 | 0.0 |
| | | | | GA | 896.2 | 0.0 | 20.4 | 5.6 | 21.4 | 0.0 | 5.1 | 2.7 | 16.2 | 0.0 | 28.5 |
| | | | | TOTAL | 3173.1 | 29.1 | 17.4 | 14.9 | 6.1 | 10.4 | 7.6 | 0.8 | 5.3 | 0.0 | 8.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

## SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

## TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS: LABOR SALARIES AND WAGES: OPER | LABOR SALARIES AND WAGES: OTHER | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES: FUEL AND LUBE | MATERIALS AND SUPPLIES: TIRES AND OTHER | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9001 | NV | Reno-RTC of Washoe | 30 | VO | 2166.3 | 49.2 | 8.4 | 16.3 | 0.4 | 16.4 | 4.4 | 0.0 | 4.4 | 0.0 | 0.3 |
| | | | | VM | 632.5 | 0.0 | 46.5 | 13.7 | 6.5 | 0.3 | 26.9 | 5.3 | 0.5 | 0.0 | 0.5 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 554.1 | 0.0 | 31.1 | 9.9 | 33.0 | 0.3 | 2.3 | 4.6 | 0.3 | 0.0 | 18.5 |
| | | | | TOTAL | 3352.9 | 31.8 | 19.3 | 14.8 | 7.0 | 10.7 | 8.3 | 1.8 | 3.0 | 0.0 | 3.4 |
| 5011 | OH | Canton RTA | 39 | VO | 2247.6 | 49.5 | 4.8 | 25.9 | 2.2 | 13.7 | 2.4 | 0.0 | 0.0 | 0.0 | 1.7 |
| | | | | VM | 834.5 | 0.0 | 45.8 | 20.7 | 3.9 | 1.2 | 26.7 | 0.0 | 1.4 | 0.0 | 0.2 |
| | | | | NM | 68.1 | 0.0 | 19.1 | 0.0 | 26.3 | 0.0 | 54.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 785.7 | 0.0 | 18.7 | 14.5 | 32.8 | 0.0 | 1.9 | 19.5 | 6.3 | 0.0 | 6.2 |
| | | | | TOTAL | 3935.9 | 28.3 | 16.5 | 22.1 | 9.1 | 8.1 | 8.3 | 3.9 | 1.6 | 0.0 | 2.2 |
| 3018 | PA | Lancaster-Red Rose TA | 30 | VO | 1485.7 | 54.6 | 4.6 | 23.2 | 0.0 | 16.1 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 307.2 | 0.0 | 52.5 | 20.4 | 0.0 | 0.0 | 21.0 | 0.0 | 6.1 | 0.0 | 0.0 |
| | | | | NM | 27.2 | 0.0 | 27.1 | 16.4 | 27.4 | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 288.2 | 0.0 | 34.5 | 12.4 | 7.7 | 0.0 | 5.6 | 10.9 | 14.3 | 5.4 | 9.2 |
| | | | | TOTAL | 2108.2 | 38.4 | 16.0 | 21.2 | 1.4 | 11.3 | 5.3 | 1.5 | 2.8 | 0.7 | 1.3 |
| 3025 | PA | Scranton-Lackawanna TA | 26 | VO | 1901.2 | 49.3 | 2.5 | 27.8 | 0.0 | 17.9 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 724.9 | 0.0 | 26.2 | 14.0 | 0.9 | 2.5 | 49.3 | 6.0 | 1.1 | 0.0 | 0.0 |
| | | | | NM | 186.1 | 0.0 | 22.0 | 11.8 | 4.5 | 0.0 | 60.7 | 0.0 | 1.1 | 0.0 | 0.0 |
| | | | | GA | 514.5 | 11.6 | 30.1 | 22.4 | 4.9 | 0.4 | 2.3 | 7.3 | 18.9 | 0.0 | 2.1 |
| | | | | TOTAL | 3326.8 | 30.0 | 13.0 | 23.0 | 1.2 | 10.8 | 15.9 | 2.4 | 3.2 | 0.0 | 0.3 |
| 3007 | VA | Gr. Roanoke Transit Co. | 25 | VO | 1149.3 | 52.1 | 4.9 | 18.9 | 0.0 | 21.3 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 298.7 | 0.0 | 52.8 | 18.0 | 2.2 | 0.2 | 24.3 | 0.0 | 2.6 | 0.0 | 0.0 |
| | | | | NM | 49.6 | 0.0 | 44.0 | 17.1 | 1.7 | 0.0 | 37.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 542.0 | 0.4 | 21.3 | 7.3 | 34.9 | 0.0 | 3.6 | 9.6 | 4.8 | 0.0 | 18.0 |
| | | | | TOTAL | 2039.6 | 29.4 | 17.2 | 15.6 | 9.6 | 12.0 | 7.1 | 2.5 | 1.6 | 0.0 | 4.8 |
| 0019 | WA | Olympia-Intercity Transit | 30 | VO | 2071.5 | 50.0 | 10.0 | 23.8 | 3.9 | 10.3 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 575.1 | 0.0 | 31.1 | 18.4 | 12.2 | 1.4 | 21.8 | 7.8 | 7.3 | 0.0 | 0.0 |
| | | | | NM | 45.4 | 0.0 | 53.1 | 18.1 | 21.8 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 531.6 | 0.0 | 43.5 | 14.2 | 33.5 | 0.0 | 2.3 | 2.0 | 2.6 | 0.0 | 1.8 |
| | | | | TOTAL | 3223.5 | 32.1 | 19.9 | 21.1 | 10.5 | 6.9 | 5.7 | 1.7 | 1.7 | 0.0 | 0.3 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5001 | WI | Appleton-Valley Transit | 32 | VO | 1553.6 | 46.9 | 6.4 | 23.9 | 0.0 | 12.7 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 177.2 | 0.0 | 67.8 | 30.4 | 0.0 | 1.5 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| | | | | NM | 13.2 | 0.0 | 0.0 | 0.0 | 50.6 | 0.0 | 49.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 270.6 | 0.0 | 28.7 | 12.9 | 10.6 | 0.3 | 12.7 | 14.9 | 15.0 | 0.0 | 4.9 |
| | | | | TOTAL | 2014.6 | 36.2 | 14.8 | 22.8 | 1.8 | 10.0 | 9.8 | 2.0 | 2.0 | 0.0 | 0.7 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9039 | CA | Culver Cty Muni Bus Lines | 15 | VO | 1595.7 | 51.9 | 0.0 | 21.9 | 8.4 | 14.0 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 490.4 | 0.0 | 0.0 | 0.0 | 86.2 | 0.0 | 13.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 580.5 | 0.0 | 19.5 | 7.0 | 43.5 | 0.0 | 0.0 | 0.7 | 26.1 | 0.0 | 3.3 |
| | | | | TOTAL | 2666.6 | 31.1 | 4.2 | 14.6 | 30.3 | 8.4 | 4.8 | 0.1 | 5.7 | 0.0 | 0.7 |
| 9119 | CA | Laguna Beach Muni Transit | 3 | VO | 235.5 | 67.8 | 0.0 | 10.9 | 0.0 | 19.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 148.2 | 0.0 | 50.7 | 14.9 | 0.0 | 0.0 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 89.3 | 0.0 | 37.5 | 1.5 | 0.0 | 0.0 | 13.2 | 0.0 | 8.9 | 0.0 | 38.9 |
| | | | | TOTAL | 474.1 | 33.7 | 22.9 | 10.3 | 0.0 | 9.5 | 14.6 | 0.0 | 1.7 | 0.0 | 7.3 |
| 9088 | CA | Napa City Bus | 8 | VO | 278.1 | 0.0 | 0.0 | 0.0 | 76.0 | 14.8 | 2.8 | 1.6 | 4.8 | 0.0 | 0.0 |
| | | | | VM | 80.3 | 0.0 | 0.0 | 0.0 | 43.7 | 16.5 | 39.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 31.7 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | TOTAL | 390.1 | 0.0 | 0.0 | 0.0 | 71.3 | 14.0 | 10.2 | 1.1 | 3.4 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | 22 | VO | 1768.8 | 50.4 | 5.1 | 26.1 | 0.4 | 13.9 | 3.2 | 0.0 | 0.0 | 0.0 | 0.9 |
| | | | | VM | 829.7 | 0.0 | 34.2 | 17.9 | 10.5 | 1.9 | 27.7 | 1.3 | 6.4 | 0.0 | 0.2 |
| | | | | NM | 12.6 | 0.0 | 0.0 | 0.0 | 57.3 | 0.0 | 42.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 470.4 | 0.0 | 40.0 | 18.9 | 12.3 | 0.0 | 7.1 | 2.5 | 4.1 | 0.0 | 15.0 |
| | | | | TOTAL | 3081.4 | 28.9 | 18.3 | 22.7 | 5.2 | 8.5 | 10.6 | 0.7 | 2.4 | 0.0 | 2.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

### SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

### TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9089 | CA | Sonoma County Transit | 20 | VO | 273.8 | 0.0 | 0.0 | 0.0 | 21.5 | 66.1 | 7.3 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | | VM | 69.9 | 0.0 | 0.0 | 0.0 | 11.5 | 0.0 | 88.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 1.6 | 0.0 | 0.0 | 0.0 | 18.4 | 0.0 | 81.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1530.1 | 0.0 | 0.0 | 0.0 | 19.2 | 0.0 | 1.6 | 3.0 | 4.8 | 71.0 | 0.4 |
| | | | | TOTAL | 1875.4 | 0.0 | 0.0 | 0.0 | 19.3 | 9.7 | 5.7 | 2.5 | 3.9 | 57.9 | 1.0 |
| 9090 | CA | Woodland-Yolobus | 11 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.4 | 0.0 | 0.0 | 0.0 | 21.0 | 70.9 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.6 | 0.0 | 0.0 | 0.0 | 18.4 | 0.0 | 81.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1024.0 | 0.0 | 3.9 | 1.6 | 2.5 | 0.0 | 0.8 | 0.0 | 0.0 | 90.9 | 0.1 |
| | | | | TOTAL | 1025.0 | 0.0 | 3.9 | 1.6 | 2.5 | 0.0 | 0.9 | 0.0 | 0.0 | 90.8 | 0.1 |
| 8011 | CO | Fort Collins-Transport | 11 | VO | 309.7 | 57.3 | 0.0 | 10.1 | 3.4 | 25.7 | 2.8 | 0.0 | 0.0 | 0.0 | 0.7 |
| | | | | VM | 192.1 | 0.0 | 48.7 | 0.0 | 0.0 | 0.0 | 28.4 | 15.8 | 7.1 | 0.0 | 0.0 |
| | | | | NM | 51.1 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 121.5 | 0.0 | 45.9 | 7.3 | 15.1 | 0.0 | 3.9 | 1.1 | 0.0 | 0.0 | 26.7 |
| | | | | TOTAL | 674.3 | 26.3 | 22.1 | 6.0 | 11.8 | 11.8 | 10.1 | 4.7 | 2.0 | 0.0 | 5.1 |
| 1047 P | CT | New Britain Trans | 8 | VO | 471.5 | 53.3 | 7.5 | 12.6 | 0.5 | 21.2 | 1.6 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | | | VM | 88.1 | 0.0 | 71.4 | 14.8 | 1.9 | 0.0 | 11.4 | 0.0 | 0.6 | 0.0 | 0.0 |
| | | | | NM | 13.6 | 0.0 | 0.0 | 0.0 | 16.8 | 0.0 | 83.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 121.1 | 0.0 | 22.3 | 4.6 | 50.6 | 0.0 | 2.3 | 7.0 | 10.0 | 0.0 | 3.2 |
| | | | | TOTAL | 694.3 | 36.2 | 18.1 | 11.2 | 9.8 | 14.4 | 4.6 | 1.2 | 1.8 | 0.0 | 2.8 |
| 1052 P | CT | New Britain Trans/Bristol | 2 | VO | 113.2 | 52.4 | 6.6 | 12.2 | 0.6 | 22.9 | 1.8 | 0.0 | 0.0 | 0.0 | 3.5 |
| | | | | VM | 24.7 | 0.0 | 70.9 | 14.7 | 1.9 | 0.0 | 11.6 | 0.0 | 0.9 | 0.0 | 0.0 |
| | | | | NM | 3.8 | 0.0 | 0.0 | 0.0 | 17.9 | 0.0 | 82.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 31.0 | 0.0 | 23.8 | 4.9 | 48.1 | 0.0 | 2.4 | 7.5 | 9.9 | 0.0 | 3.6 |
| | | | | TOTAL | 172.6 | 34.4 | 18.7 | 11.0 | 9.7 | 15.0 | 5.0 | 1.3 | 1.9 | 0.0 | 2.9 |
| 1045 P | CT | New Britain-Dattco, Inc | 6 | VO | 174.6 | 56.1 | 0.0 | 10.9 | 0.0 | 29.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 18.0 | 0.0 | 44.8 | 11.7 | 0.0 | 0.0 | 20.4 | 0.0 | 23.1 | 0.0 | 0.0 |
| | | | | NM | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 38.9 | 0.0 | 57.8 | 10.0 | 9.9 | 0.0 | 6.0 | 12.7 | 3.2 | 0.0 | 0.5 |
| | | | | TOTAL | 236.8 | 41.3 | 12.9 | 10.6 | 1.6 | 21.9 | 7.2 | 2.1 | 2.3 | 0.0 | 0.1 |

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*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1040 | CT | Norwich-Southeast Area | 17 | VO | 734.5 | 55.4 | 0.0 | 16.9 | 0.0 | 24.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 286.4 | 0.0 | 40.2 | 11.8 | 10.0 | 3.6 | 34.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 24.6 | 0.0 | 17.3 | 3.2 | 30.5 | 0.0 | 48.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 158.1 | 0.0 | 48.5 | 14.5 | 6.5 | 0.0 | 2.3 | 21.0 | 1.9 | 0.0 | 5.4 |
| | | | | TOTAL | 1203.6 | 33.8 | 16.3 | 15.1 | 3.8 | 15.5 | 11.7 | 2.8 | 0.2 | 0.0 | 0.7 |
| 1056 P | CT | Stamford-Conn Transit | 20 | VO | 1663.7 | 53.3 | 10.2 | 22.0 | 0.0 | 13.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 518.0 | 0.0 | 46.1 | 16.6 | 4.8 | 1.4 | 30.6 | 0.0 | 0.5 | 0.0 | 0.0 |
| | | | | NM | 54.4 | 0.0 | 33.5 | 11.0 | 21.9 | 0.0 | 33.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 404.6 | 0.0 | 15.1 | 6.7 | 28.9 | 0.0 | 7.5 | 19.0 | 12.6 | 0.0 | 10.2 |
| | | | | TOTAL | 2640.7 | 33.6 | 18.5 | 18.4 | 5.8 | 8.6 | 8.6 | 2.9 | 2.0 | 0.0 | 1.6 |
| 3047 | DE | Dover-Delaware TA | 3 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 100.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | TOTAL | 100.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 4038 | FL | Escambia County TSys | 18 | VO | 997.1 | 50.6 | 5.9 | 17.1 | 0.0 | 21.9 | 3.4 | 0.0 | 0.0 | 0.0 | 1.1 |
| | | | | VM | 526.1 | 0.0 | 43.3 | 14.3 | 0.3 | 0.7 | 41.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 56.6 | 0.0 | 41.9 | 14.2 | 6.3 | 0.0 | 37.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 326.2 | 0.0 | 18.7 | 4.0 | 48.5 | 0.0 | 3.3 | 10.7 | 9.4 | 0.3 | 5.1 |
| | | | | TOTAL | 1906.0 | 26.5 | 19.5 | 14.0 | 8.6 | 11.7 | 14.8 | 1.8 | 1.6 | 0.0 | 1.5 |
| 4028 | FL | Fort Myers-Lee County TS | 16 | VO | 932.9 | 44.9 | 6.9 | 15.7 | 6.4 | 20.7 | 2.5 | 0.0 | 0.0 | 0.0 | 2.8 |
| | | | | VM | 297.2 | 0.0 | 29.4 | 7.7 | 13.7 | 2.1 | 47.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 47.4 | 0.0 | 50.1 | 12.9 | 22.4 | 0.0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| | | | | GA | 249.1 | 0.0 | 24.0 | 6.0 | 47.4 | 0.0 | 0.4 | 8.9 | 12.6 | 0.0 | 0.6 |
| | | | | TOTAL | 1526.7 | 27.5 | 15.4 | 12.5 | 15.0 | 13.1 | 11.2 | 1.4 | 2.1 | 0.0 | 1.9 |
| 4031 | FL | Lakeland Area MTD | 11 | VO | 296.7 | 49.5 | 5.3 | 7.7 | 0.1 | 32.8 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 107.2 | 0.0 | 38.6 | 8.8 | 1.9 | 0.0 | 50.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 8.5 | 0.0 | 86.9 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 113.6 | 0.0 | 33.4 | 4.7 | 12.2 | 0.0 | 1.4 | 1.9 | 33.4 | 0.0 | 13.1 |
| | | | | TOTAL | 526.0 | 27.9 | 19.5 | 7.4 | 3.1 | 18.5 | 13.2 | 0.4 | 7.2 | 0.0 | 2.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

## SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

## TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4046 | FL | Sarasota Cnty Area Trans | 16 | VO | 939.8 | 41.8 | 7.5 | 18.4 | 0.0 | 19.5 | 11.4 | 0.0 | 0.0 | 0.0 | 1.5 |
| | | | | VM | 235.0 | 0.0 | 45.4 | 18.4 | 0.0 | 2.1 | 5.4 | 0.0 | 28.7 | 0.0 | 0.0 |
| | | | | NM | 5.2 | 0.0 | 0.0 | 0.0 | 51.8 | 0.0 | 48.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 162.0 | 0.0 | 43.1 | 16.9 | 9.0 | 0.0 | 6.7 | 8.2 | 0.1 | 0.0 | 16.0 |
| | | | | TOTAL | 1342.1 | 29.2 | 18.4 | 18.1 | 1.3 | 14.0 | 9.9 | 1.0 | 5.0 | 0.0 | 3.0 |
| 4050 | FL | Smyrna TS | 4 | VO | 63.3 | 53.5 | 0.0 | 17.6 | 0.0 | 24.4 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 33.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 70.9 | 0.0 | 29.1 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 30.0 | 0.0 | 58.7 | 15.9 | 0.0 | 0.0 | 0.0 | 13.6 | 0.7 | 0.0 | 11.2 |
| | | | | TOTAL | 126.4 | 26.8 | 13.9 | 12.6 | 0.0 | 12.2 | 20.9 | 3.2 | 7.8 | 0.0 | 2.6 |
| 4047 | GA | Athens TS | 10 | VO | 389.1 | 49.8 | 5.1 | 14.7 | 0.0 | 23.4 | 2.3 | 0.0 | 4.7 | 0.0 | 0.0 |
| | | | | VM | 115.1 | 0.0 | 36.3 | 10.4 | 1.6 | 0.9 | 39.9 | 0.0 | 3.4 | 0.0 | 7.5 |
| | | | | NM | 16.9 | 0.0 | 78.2 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 215.0 | 0.0 | 20.9 | 9.0 | 44.8 | 0.0 | 20.6 | 4.7 | 0.0 | 0.0 | 0.0 |
| | | | | TOTAL | 736.1 | 26.3 | 16.3 | 12.6 | 13.3 | 12.5 | 13.5 | 1.4 | 3.0 | 0.0 | 1.2 |
| 4058 | GA | Rome TD | 20 | VO | 566.5 | 47.9 | 0.0 | 17.6 | 6.5 | 21.1 | 5.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| | | | | VM | 148.7 | 0.0 | 59.4 | 21.7 | 8.6 | 4.5 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 8.1 | 0.0 | 73.2 | 26.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 312.2 | 0.0 | 40.2 | 14.7 | 5.5 | 0.0 | 3.7 | 6.4 | 9.9 | 0.0 | 19.6 |
| | | | | TOTAL | 1035.5 | 26.2 | 21.2 | 17.4 | 6.4 | 12.2 | 4.7 | 1.9 | 3.0 | 0.0 | 6.9 |
| 5063 | IL | Auarora Transit | 18 | VO | 921.6 | 68.4 | 8.9 | 22.6 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 378.0 | 0.0 | 39.7 | 15.3 | 18.1 | 0.7 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 19.9 | 0.0 | 0.0 | 0.0 | 52.1 | 0.0 | 47.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 136.5 | 0.0 | 40.9 | 9.7 | 29.0 | 0.0 | 1.5 | 14.1 | 0.6 | 0.0 | 4.1 |
| | | | | TOTAL | 1456.0 | 43.3 | 19.8 | 19.2 | 8.1 | 0.3 | 7.6 | 1.3 | 0.1 | 0.0 | 0.4 |
| 5064 | IL | Bensenville Dial A Bus | 2 | VO | 36.5 | 52.7 | 16.5 | 15.9 | 0.0 | 14.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 5.7 | 0.0 | 48.0 | 10.7 | 24.2 | 0.0 | 17.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 11.0 | 0.0 | 73.4 | 16.3 | 0.6 | 0.0 | 1.1 | 6.6 | 0.0 | 0.0 | 1.9 |
| | | | | TOTAL | 53.2 | 36.2 | 31.6 | 15.4 | 2.7 | 9.9 | 2.3 | 1.4 | 0.0 | 0.0 | 0.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5068 | IL | Elgin-DOT | 18 | VO | 1072.2 | 64.5 | 6.0 | 29.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 508.4 | 0.0 | 31.8 | 16.0 | 24.1 | 3.7 | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 24.0 | 0.0 | 0.0 | 0.0 | 96.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 1.4 |
| | | | | GA | 165.8 | 0.0 | 32.7 | 11.0 | 29.8 | 0.0 | 0.9 | 17.8 | 0.5 | 0.0 | 7.4 |
| | | | | TOTAL | 1770.4 | 39.0 | 15.8 | 23.5 | 11.0 | 1.1 | 7.1 | 1.7 | 0.0 | 0.0 | 0.7 |
| 5073 | IL | Glen Ellyn Transit | 6 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 173.8 | 0.0 | 12.6 | 1.5 | 2.4 | 0.0 | 1.0 | 0.0 | 0.8 | 81.6 | 0.0 |
| | | | | TOTAL | 173.8 | 0.0 | 12.6 | 1.5 | 2.4 | 0.0 | 1.0 | 0.0 | 0.8 | 81.6 | 0.0 |
| 5074 | IL | Highland Park Transit | 4 | VO | 226.2 | 65.7 | 0.0 | 16.4 | 0.0 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 65.5 | 0.0 | 45.9 | 16.7 | 0.0 | 0.0 | 37.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 59.2 | 0.0 | 65.0 | 21.5 | 10.9 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.2 |
| | | | | TOTAL | 351.0 | 42.4 | 19.5 | 17.3 | 1.8 | 11.5 | 7.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 5077 | IL | Naperville-GNATS | 14 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 548.7 | 0.0 | 4.6 | 1.3 | 0.6 | 0.0 | 0.0 | 0.1 | 0.0 | 92.9 | 0.5 |
| | | | | TOTAL | 548.7 | 0.0 | 4.6 | 1.3 | 0.6 | 0.0 | 0.0 | 0.1 | 0.0 | 92.9 | 0.5 |
| 5065 | IL | Pekin Municipal Bus Serv | 2 | VO | 79.7 | 50.1 | 0.0 | 16.5 | 0.0 | 25.8 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 64.9 | 0.0 | 52.0 | 17.1 | 23.9 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 32.7 | 0.0 | 40.9 | 14.9 | 12.3 | 0.0 | 9.1 | 22.8 | 0.0 | 0.0 | 0.0 |
| | | | | TOTAL | 177.2 | 22.5 | 26.6 | 16.4 | 11.0 | 11.6 | 5.1 | 4.2 | 2.6 | 0.0 | 0.0 |
| 5084 | IL | Transit Mgmt of Waukegan | 19 | VO | 1285.0 | 60.9 | 10.3 | 28.3 | 0.0 | 0.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 589.2 | 0.0 | 48.8 | 20.2 | 0.0 | 0.1 | 30.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 18.3 | 0.0 | 0.0 | 0.0 | 99.6 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 147.9 | 0.0 | 27.5 | 8.2 | 9.9 | 0.0 | 8.9 | 35.0 | 1.4 | 0.0 | 9.1 |
| | | | | TOTAL | 2040.4 | 38.3 | 22.6 | 24.2 | 1.6 | 0.2 | 9.7 | 2.5 | 0.1 | 0.0 | 0.7 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

## SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

## TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5078 | IL | Village of Niles | 7 | VO | 307.9 | 71.2 | 0.0 | 7.4 | 0.0 | 8.8 | 11.2 | 0.0 | 0.0 | 0.0 | 1.4 |
| | | | | VM | 53.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | TOTAL | 360.9 | 60.8 | 14.7 | 6.3 | 0.0 | 7.5 | 9.5 | 0.0 | 0.0 | 0.0 | 1.2 |
| 5087 | IL | Wilmette Muni Bus System | 14 | VO | 517.3 | 63.4 | 14.7 | 20.6 | 0.0 | 0.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 150.9 | 0.0 | 42.9 | 12.0 | 9.7 | 0.0 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 23.9 | 0.0 | 55.8 | 11.8 | 4.6 | 0.0 | 3.7 | 2.4 | 0.0 | 0.0 | 21.7 |
| | | | | TOTAL | 696.8 | 47.1 | 22.1 | 18.3 | 2.3 | 0.7 | 8.7 | 0.1 | 0.0 | 0.0 | 0.8 |
| 5110 | IN | Bloomington Public TrCorp | 9 | VO | 334.3 | 71.4 | 0.0 | 9.7 | 0.0 | 18.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 254.6 | 0.0 | 16.5 | 2.3 | 13.5 | 0.3 | 60.7 | 0.0 | 6.8 | 0.0 | 0.0 |
| | | | | NM | 10.5 | 0.0 | 54.3 | 5.8 | 0.0 | 0.0 | 30.8 | 0.0 | 9.0 | 0.0 | 0.0 |
| | | | | GA | 185.2 | 0.0 | 16.5 | 2.3 | 54.7 | 0.0 | 1.1 | 10.9 | 0.3 | 0.0 | 14.3 |
| | | | | TOTAL | 784.6 | 30.4 | 10.0 | 5.5 | 17.3 | 8.1 | 20.4 | 2.6 | 2.4 | 0.0 | 3.4 |
| 5042 | IN | East Chicago Bus TS | 4 | VO | 300.4 | 66.4 | 0.0 | 16.9 | 0.0 | 10.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 107.4 | 0.0 | 43.3 | 0.0 | 0.0 | 0.0 | 56.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 197.5 | 0.0 | 52.3 | 22.8 | 0.0 | 0.0 | 3.3 | 2.1 | 6.6 | 0.0 | 12.9 |
| | | | | TOTAL | 605.3 | 32.9 | 24.8 | 15.8 | 0.0 | 5.0 | 14.5 | 0.7 | 2.1 | 0.0 | 4.2 |
| 5051 | IN | Greater Lafayette PTC | 20 | VO | 1070.2 | 61.6 | 0.0 | 15.7 | 0.0 | 17.7 | 1.2 | 0.0 | 3.8 | 0.0 | 0.0 |
| | | | | VM | 229.1 | 0.0 | 42.6 | 11.9 | 1.5 | 5.2 | 27.3 | 10.6 | 0.8 | 0.0 | 0.0 |
| | | | | NM | 25.0 | 0.0 | 0.0 | 0.0 | 58.9 | 8.1 | 33.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 344.0 | 0.0 | 58.8 | 12.9 | 5.8 | 0.4 | 4.2 | 6.4 | 2.2 | 0.0 | 9.2 |
| | | | | TOTAL | 1668.4 | 39.5 | 18.0 | 14.4 | 2.3 | 12.3 | 5.9 | 2.8 | 3.0 | 0.0 | 1.9 |
| 5102 | IN | Hammond Transit System | 8 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 8.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1114.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 94.4 | 3.3 |
| | | | | TOTAL | 1122.8 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 93.7 | 3.3 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5043 | IN | Metro Evansville TS | 15 | VO | 890.7 | 56.2 | 0.0 | 16.5 | 4.4 | 20.1 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 267.3 | 0.0 | 29.1 | 7.7 | 13.0 | 0.0 | 32.2 | 0.0 | 18.0 | 0.0 | 0.0 |
| | | | | NM | 10.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 154.6 | 0.0 | 41.2 | 13.4 | 5.9 | 0.0 | 11.0 | 17.0 | 9.8 | 0.0 | 1.8 |
| | | | | TOTAL | 1322.7 | 37.8 | 10.7 | 14.2 | 6.2 | 13.5 | 10.5 | 2.0 | 4.8 | 0.0 | 0.2 |
| 5053 | IN | Terre Haute Transit Util | 15 | VO | 558.7 | 60.0 | 0.0 | 15.9 | 0.0 | 15.6 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 127.9 | 0.0 | 82.4 | 17.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 13.7 | 0.0 | 31.8 | 5.8 | 57.7 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 145.3 | 0.0 | 33.1 | 5.7 | 0.0 | 0.0 | 0.3 | 24.7 | 0.0 | 0.0 | 36.3 |
| | | | | TOTAL | 845.7 | 39.6 | 18.7 | 14.2 | 0.9 | 10.4 | 5.7 | 4.2 | 0.0 | 0.0 | 6.2 |
| 4016 | KY | Ashland Bus System | 6 | VO | 178.6 | 72.7 | 0.0 | 16.9 | 0.0 | 8.1 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 32.1 | 0.0 | 23.1 | 5.3 | 0.0 | 4.8 | 59.4 | 0.0 | 7.4 | 0.0 | 0.0 |
| | | | | NM | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 35.9 | 0.0 | 61.9 | 14.2 | 2.9 | 0.0 | 14.5 | 6.5 | 0.0 | 0.0 | 0.0 |
| | | | | TOTAL | 248.7 | 52.2 | 11.9 | 14.9 | 0.4 | 6.4 | 12.3 | 0.9 | 1.0 | 0.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | 2 | VO | 116.4 | 53.0 | 4.5 | 16.6 | 5.7 | 6.6 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 21.3 | 0.0 | 76.1 | 0.0 | 0.0 | 0.0 | 0.0 | 23.9 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 23.5 | 0.0 | 46.0 | 0.0 | 2.1 | 0.0 | 0.0 | 0.0 | 51.9 | 0.0 | 0.0 |
| | | | | TOTAL | 162.1 | 38.0 | 19.9 | 11.9 | 4.4 | 4.7 | 10.3 | 3.1 | 7.5 | 0.0 | 0.0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | 3 | VO | 216.1 | 22.7 | 37.8 | 5.4 | 0.0 | 16.1 | 0.0 | 1.1 | 15.9 | 0.0 | 0.9 |
| | | | | VM | 28.2 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 85.4 | 0.0 | 23.9 | 0.0 | 69.7 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 5.2 |
| | | | | TOTAL | 329.7 | 14.9 | 31.0 | 3.6 | 26.6 | 10.5 | 0.3 | 0.8 | 10.4 | 0.0 | 2.0 |
| 6029 | LA | Gretna-Westside Transit | 22 | VO | 1395.2 | 48.6 | 4.1 | 25.7 | 0.8 | 16.4 | 2.4 | 0.0 | 0.0 | 0.0 | 2.1 |
| | | | | VM | 554.5 | 0.0 | 47.3 | 27.0 | 1.6 | 1.0 | 17.3 | 0.0 | 5.8 | 0.0 | 0.0 |
| | | | | NM | 67.2 | 0.0 | 36.2 | 20.6 | 13.8 | 0.0 | 29.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 341.1 | 0.0 | 18.4 | 5.0 | 54.3 | 0.0 | 2.7 | 8.0 | 0.8 | 0.0 | 10.8 |
| | | | | TOTAL | 2358.0 | 28.7 | 17.2 | 22.9 | 9.1 | 9.9 | 6.7 | 1.2 | 1.5 | 0.0 | 2.8 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

### SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

### TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6038 | LA | Lafayette-COLT | 14 | VO | 811.5 | 52.9 | 0.0 | 14.1 | 0.0 | 27.9 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 298.9 | 0.0 | 0.0 | 0.0 | 34.4 | 0.0 | 65.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 26.8 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 128.9 | 0.0 | 58.8 | 14.7 | 0.0 | 0.0 | 3.3 | 10.8 | 4.8 | 0.0 | 7.6 |
| | | | | TOTAL | 1266.1 | 33.9 | 6.0 | 10.5 | 10.2 | 17.9 | 19.1 | 1.1 | 0.5 | 0.0 | 0.8 |
| 6023 | LA | Lake Charles TS | 9 | VO | 340.1 | 64.3 | 0.0 | 9.6 | 0.0 | 24.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 174.6 | 0.0 | 39.2 | 6.1 | 1.2 | 0.0 | 53.3 | 0.2 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 171.4 | 0.0 | 37.9 | 6.0 | 0.0 | 0.0 | 0.2 | 0.1 | 24.1 | 0.0 | 31.7 |
| | | | | TOTAL | 686.2 | 31.9 | 19.4 | 7.8 | 0.3 | 11.9 | 14.6 | 0.1 | 6.0 | 0.0 | 7.9 |
| 6026 | LA | Monroe TS | 13 | VO | 717.3 | 42.0 | 4.7 | 15.7 | 0.1 | 19.7 | 17.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 182.0 | 0.0 | 64.7 | 21.9 | 0.0 | 1.7 | 1.0 | 0.0 | 10.7 | 0.0 | 0.0 |
| | | | | NM | 2.7 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 98.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 380.9 | 0.0 | 7.6 | 58.8 | 23.7 | 0.0 | 2.0 | 4.9 | 1.8 | 0.0 | 1.1 |
| | | | | TOTAL | 1282.9 | 23.5 | 14.1 | 29.3 | 7.1 | 11.2 | 10.9 | 1.5 | 2.0 | 0.0 | 0.3 |
| 3041 | MD | Allegany County TAu | 13 | VO | 308.8 | 51.0 | 0.0 | 19.6 | 0.0 | 25.7 | 0.2 | 0.0 | 0.0 | 0.0 | 3.6 |
| | | | | VM | 145.9 | 0.0 | 28.5 | 11.1 | 0.0 | 2.8 | 37.1 | 0.0 | 20.5 | 0.0 | 0.0 |
| | | | | NM | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 87.2 | 0.0 | 52.7 | 21.7 | 11.2 | 0.0 | 1.0 | 10.7 | 1.1 | 0.0 | 1.6 |
| | | | | TOTAL | 542.5 | 29.0 | 16.1 | 17.6 | 1.8 | 15.4 | 10.4 | 1.7 | 5.7 | 0.0 | 2.3 |
| 3043 | MD | Columbia TS | 6 | VO | 218.6 | 35.0 | 12.3 | 18.0 | 0.0 | 19.3 | 12.3 | 0.0 | 0.0 | 0.0 | 3.1 |
| | | | | VM | 54.6 | 0.0 | 0.0 | 0.0 | 68.1 | 0.0 | 0.0 | 0.0 | 31.9 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 94.8 | 0.0 | 44.9 | 15.4 | 15.6 | 0.0 | 0.7 | 2.8 | 0.0 | 0.0 | 20.5 |
| | | | | TOTAL | 368.0 | 20.8 | 18.9 | 14.7 | 14.1 | 11.5 | 7.5 | 0.7 | 4.7 | 0.0 | 7.1 |
| 3042 | MD | Hagerstown-Wash County TC | 12 | VO | 625.9 | 43.3 | 18.0 | 13.1 | 0.0 | 14.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 25.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 10.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63.1 | 0.0 | 0.0 | 36.9 |
| | | | | TOTAL | 661.5 | 41.0 | 17.0 | 12.4 | 0.0 | 13.2 | 11.1 | 1.0 | 3.8 | 0.0 | 0.6 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4014 | MS | Gulfprt-Mississippi Coast | 11 | VO | 218.2 | 49.4 | 5.9 | 4.4 | 0.0 | 26.1 | 13.3 | 0.0 | 0.0 | 0.0 | 0.9 |
| | | | | VM | 135.1 | 0.0 | 37.4 | 3.3 | 0.0 | 0.0 | 16.2 | 4.7 | 38.5 | 0.0 | 0.0 |
| | | | | NM | 8.1 | 0.0 | 49.1 | 4.3 | 0.0 | 0.0 | 0.0 | 46.6 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 82.0 | 0.0 | 52.7 | 4.6 | 7.8 | 0.0 | 4.8 | 3.1 | 0.0 | 0.0 | 27.0 |
| | | | | TOTAL | 443.4 | 24.3 | 24.9 | 4.1 | 1.4 | 12.8 | 12.4 | 2.8 | 11.7 | 0.0 | 5.5 |
| 8012 | MT | Great Falls TD | 13 | VO | 452.8 | 63.1 | 0.0 | 13.8 | 0.0 | 21.9 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 160.3 | 0.0 | 61.3 | 11.7 | 2.7 | 0.6 | 14.5 | 0.0 | 9.3 | 0.0 | 0.0 |
| | | | | NM | 12.2 | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 62.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 292.2 | 0.0 | 29.6 | 5.7 | 31.9 | 0.0 | 6.0 | 6.7 | 9.5 | 0.0 | 10.6 |
| | | | | TOTAL | 917.6 | 31.1 | 20.1 | 10.7 | 11.1 | 10.9 | 5.9 | 2.1 | 4.7 | 0.0 | 3.4 |
| 4005 | NC | Asheville TA | 17 | VO | 939.4 | 48.8 | 5.2 | 20.5 | 6.9 | 14.9 | 3.5 | 0.0 | 0.0 | 0.0 | 0.2 |
| | | | | VM | 226.5 | 0.0 | 49.3 | 18.7 | 4.5 | 1.0 | 26.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 27.5 | 0.0 | 19.0 | 7.2 | 29.1 | 0.0 | 39.7 | 0.0 | 4.9 | 0.0 | 0.0 |
| | | | | GA | 104.0 | 0.0 | 7.0 | 2.7 | 14.8 | 0.0 | 6.2 | 26.1 | 40.3 | 0.0 | 3.1 |
| | | | | TOTAL | 1297.5 | 35.3 | 13.4 | 18.5 | 7.5 | 11.0 | 8.5 | 2.1 | 3.3 | 0.0 | 0.4 |
| 4009 | NC | Fayetteville Area Transit | 13 | VO | 718.4 | 38.5 | 8.2 | 21.7 | 0.2 | 23.3 | 4.9 | 0.0 | 3.1 | 0.0 | 0.0 |
| | | | | VM | 225.5 | 0.0 | 56.1 | 21.8 | 0.0 | 0.5 | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 61.1 | 0.0 | 70.9 | 26.3 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 271.5 | 0.0 | 17.8 | 6.6 | 32.4 | 0.0 | 0.8 | 6.7 | 0.0 | 0.0 | 35.7 |
| | | | | TOTAL | 1276.6 | 21.7 | 21.7 | 18.8 | 7.0 | 13.2 | 6.8 | 1.4 | 1.8 | 0.0 | 7.6 |
| 4010 | NC | Gastonia Transit Dept | 5 | VO | 215.8 | 62.4 | 0.0 | 10.4 | 0.0 | 23.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 102.4 | 0.0 | 54.7 | 9.1 | 0.0 | 0.0 | 36.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 92.5 | 0.0 | 32.0 | 5.3 | 0.0 | 0.0 | 3.1 | 0.0 | 28.9 | 0.0 | 30.7 |
| | | | | TOTAL | 411.6 | 32.7 | 20.8 | 8.9 | 0.0 | 12.5 | 11.6 | 0.0 | 6.5 | 0.0 | 7.0 |
| 2116 | NY | Auburn-Centro of Cayuga | 11 | VO | 464.5 | 51.6 | 4.3 | 18.8 | 0.0 | 18.5 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 79.2 | 0.0 | 23.6 | 8.1 | 0.3 | 0.0 | 68.9 | 0.0 | 0.0 | 0.0 | -0.8 |
| | | | | NM | 31.0 | 0.0 | 22.8 | 5.7 | 21.1 | 0.0 | 50.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 79.4 | 0.0 | 25.2 | 6.3 | 22.8 | 0.0 | 4.5 | 21.9 | 7.3 | 0.0 | 12.0 |
| | | | | TOTAL | 654.1 | 36.6 | 10.0 | 15.4 | 3.8 | 13.1 | 16.1 | 2.7 | 0.9 | 0.0 | 1.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

### SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

### TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2009 | NY | City of Poughkeepsie TS | 7 | VO | 393.7 | 45.1 | 0.0 | 19.1 | 0.0 | 16.2 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 43.0 | 0.0 | 0.0 | 0.0 | 70.4 | 0.0 | 0.0 | 0.0 | 29.1 | 0.0 | 0.6 |
| | | | | NM | 3.6 | 0.0 | 0.0 | 0.0 | 53.2 | 0.0 | 46.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 204.2 | 0.0 | 19.8 | 8.3 | 36.4 | 0.0 | 3.9 | 6.3 | 8.2 | 0.0 | 17.2 |
| | | | | TOTAL | 644.5 | 27.6 | 6.3 | 14.3 | 16.5 | 9.9 | 13.5 | 2.0 | 4.5 | 0.0 | 5.5 |
| 2010 | NY | Dutchess County Loop | 11 | VO | 102.6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 919.8 | 0.0 | 10.1 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 84.4 | 1.3 |
| | | | | TOTAL | 1022.5 | 0.0 | 9.1 | 3.7 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 76.0 | 1.2 |
| 2115 | NY | Fulton-Centro of Oswego | 8 | VO | 351.9 | 51.3 | 3.2 | 18.5 | 0.0 | 18.8 | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 75.7 | 0.0 | 19.5 | 10.0 | 0.0 | 0.9 | 72.8 | 0.0 | 0.0 | 0.0 | -3.3 |
| | | | | NM | 14.6 | 0.0 | 50.7 | 11.7 | 2.3 | 0.0 | 35.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 51.8 | 0.0 | 21.8 | 5.0 | 30.9 | 0.0 | 8.7 | 23.5 | 8.7 | 0.0 | 1.4 |
| | | | | TOTAL | 494.1 | 36.5 | 9.1 | 15.6 | 3.3 | 13.6 | 18.9 | 2.5 | 0.9 | 0.0 | -0.4 |
| 2006 | NY | Long Beach TA | 8 | VO | 526.7 | 64.2 | 0.0 | 21.8 | 1.3 | 10.5 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 145.5 | 0.0 | 50.3 | 17.1 | 0.2 | 0.0 | 27.9 | 3.9 | 0.7 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 30.7 | 0.0 | 49.6 | 16.9 | 4.6 | 0.0 | 5.6 | 0.0 | 23.3 | 0.0 | 0.0 |
| | | | | TOTAL | 702.8 | 48.1 | 12.6 | 20.6 | 1.2 | 7.9 | 7.6 | 0.8 | 1.2 | 0.0 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | 5 | VO | 366.9 | 49.3 | 0.0 | 13.0 | 0.0 | 14.3 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 68.4 | 0.0 | 54.8 | 21.7 | 0.0 | 0.0 | 20.1 | 3.5 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 104.3 | 0.0 | 36.4 | 10.6 | 6.1 | 0.0 | 4.4 | 3.3 | 39.1 | 0.0 | 0.0 |
| | | | | TOTAL | 539.5 | 33.5 | 14.0 | 13.6 | 1.2 | 9.7 | 19.4 | 1.1 | 7.6 | 0.0 | 0.0 |
| 2118 | NY | Onondaga County | 19 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 683.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.1 | 0.0 |
| | | | | TOTAL | 683.3 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 99.1 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2084 | NY | Pomona-Transp of Rockland | 18 | VO | 8.3 | 0.0 | 80.9 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.1 | 0.0 | 0.0 | 0.0 | 5.9 | 80.9 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 1702.9 | 0.0 | 1.9 | 0.5 | 0.8 | 0.0 | 0.2 | 0.1 | 0.0 | 96.2 | 0.2 |
| | | | | TOTAL | 1711.3 | 0.0 | 2.3 | 0.5 | 0.8 | 0.0 | 0.2 | 0.1 | 0.0 | 95.7 | 0.2 |
| 2096 | NY | Putnam Area Rapid Transit | 17 | VO | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 7.7 | 0.0 | 0.0 | 0.0 | 80.4 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 640.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 99.8 | 0.1 |
| | | | | TOTAL | 683.6 | 0.0 | 0.0 | 0.0 | 0.9 | 5.1 | 0.3 | 0.0 | 0.0 | 93.6 | 0.1 |
| 2015 | NY | Rome-VIP Transportation | 5 | VO | 221.4 | 65.8 | 0.0 | 13.8 | 4.6 | 13.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 91.9 | 0.0 | 34.3 | 12.0 | 0.0 | 0.0 | 42.3 | 0.0 | 11.4 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 114.3 | 0.0 | 48.4 | 17.0 | 0.0 | 0.0 | 4.6 | 4.9 | 0.0 | 0.0 | 25.2 |
| | | | | TOTAL | 427.7 | 34.1 | 20.3 | 14.3 | 2.4 | 7.2 | 11.3 | 1.3 | 2.5 | 0.0 | 6.7 |
| 2089 | NY | Village of Spring Valley | 2 | VO | 123.7 | 61.1 | 0.0 | 21.8 | 3.4 | 10.3 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 9.1 | 0.0 | 74.9 | 25.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 7.4 | 0.0 | 71.7 | 24.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 |
| | | | | TOTAL | 140.2 | 53.9 | 8.7 | 22.2 | 3.0 | 9.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 2109 P | NY | Yonkers-Airport Transp | 24 | VO | 1248.3 | 42.9 | 18.8 | 17.6 | 1.5 | 17.3 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 392.7 | 0.0 | 32.9 | 9.4 | 4.4 | 0.5 | 56.4 | 0.0 | -3.7 | 0.0 | 0.0 |
| | | | | NM | 19.3 | 0.0 | 56.0 | 15.4 | 3.3 | 0.0 | 25.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 911.7 | 0.0 | 27.4 | 7.6 | 4.6 | 0.0 | 3.4 | 14.0 | 5.5 | 0.0 | 37.5 |
| | | | | TOTAL | 2572.0 | 20.8 | 24.3 | 12.8 | 3.1 | 8.5 | 10.9 | 5.0 | 1.4 | 0.0 | 13.3 |
| 5116 | OH | City of Steubenville | 4 | VO | 135.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | VM | 37.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | NM | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | GA | 37.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | TOTAL | 210.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

**SINGLE MODE MOTOR BUS TRANSIT SYSTEMS**

**TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5019 | OH | Middletown TS | 4 | VO | 257.3 | 50.5 | 0.0 | 26.9 | 0.0 | 17.0 | 5.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 113.3 | 0.0 | 22.2 | 12.0 | 5.0 | 0.0 | 43.9 | 0.0 | 16.8 | 0.0 | 0.0 |
| | | | | NM | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.9 | 8.1 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 81.7 | 0.0 | 68.4 | 23.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 |
| | | | | TOTAL | 457.0 | 28.5 | 17.7 | 22.3 | 1.2 | 9.6 | 15.0 | 0.1 | 4.2 | 0.0 | 1.5 |
| 5020 P | OH | Springfield Bus Company | 9 | VO | 237.7 | 50.1 | 0.0 | 16.0 | 0.0 | 20.2 | 5.5 | 0.0 | 8.0 | 0.0 | 0.0 |
| | | | | VM | 155.3 | 0.0 | 55.3 | 18.4 | 0.0 | 0.0 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 28.4 | 0.0 | 4.8 | 1.5 | 0.0 | 0.0 | 0.0 | 73.3 | 12.3 | 0.0 | 8.1 |
| | | | | GA | 113.1 | 0.0 | 56.9 | 18.2 | 15.6 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | 7.5 |
| | | | | TOTAL | 534.4 | 22.3 | 28.4 | 16.4 | 3.3 | 9.0 | 10.1 | 4.3 | 4.2 | 0.0 | 2.0 |
| 0034 | OR | Medford-Rogue Valley TD | 14 | VO | 451.1 | 60.1 | 3.0 | 16.1 | 0.3 | 17.8 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 138.0 | 0.0 | 49.6 | 13.5 | 2.3 | 0.0 | 34.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 30.4 | 0.0 | 0.0 | 0.0 | 58.9 | 0.0 | 11.2 | 29.9 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 204.0 | 0.0 | 52.2 | 10.5 | 20.5 | 0.0 | 4.5 | 4.2 | 8.0 | 0.0 | 0.0 |
| | | | | TOTAL | 823.5 | 32.9 | 22.9 | 13.7 | 7.8 | 9.8 | 8.8 | 2.2 | 2.0 | 0.0 | 0.0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | 17 | VO | 1331.3 | 48.7 | 5.6 | 23.3 | 0.0 | 17.9 | 1.9 | 0.0 | 2.7 | 0.0 | 0.0 |
| | | | | VM | 468.0 | 0.0 | 55.9 | 24.6 | 2.0 | 1.0 | 17.5 | 0.0 | -1.1 | 0.0 | 0.0 |
| | | | | NM | 76.4 | 0.0 | 37.2 | 19.7 | 22.6 | 0.0 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 405.9 | 0.0 | 50.5 | 14.8 | 6.7 | 0.0 | 3.6 | 12.5 | 6.6 | 0.0 | 5.4 |
| | | | | TOTAL | 2281.6 | 28.4 | 24.9 | 21.9 | 2.4 | 10.7 | 6.0 | 2.2 | 2.5 | 0.0 | 1.0 |
| 3017 P | PA | Nanticoke Public Service | 1 | VO | 14.4 | 57.6 | 0.0 | 0.0 | 0.0 | 42.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 4.8 | 0.0 | 12.9 | 4.8 | 0.0 | 0.0 | 40.9 | 2.1 | 39.2 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 2.4 | 0.0 | 8.5 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.5 | 0.0 | 62.1 |
| | | | | TOTAL | 21.6 | 38.5 | 3.8 | 1.4 | 0.0 | 28.4 | 9.1 | 0.5 | 11.6 | 0.0 | 6.8 |
| 3020 P | PA | Pottstown Urban Transit | 6 | VO | 193.1 | 53.1 | 6.5 | 5.8 | 0.4 | 24.3 | 3.5 | 0.0 | 0.0 | 0.0 | 6.5 |
| | | | | VM | 81.8 | 0.0 | 54.9 | 0.0 | 0.0 | 0.0 | 31.3 | 0.0 | 13.8 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 60.2 | 0.0 | 64.4 | 6.2 | 7.5 | 0.0 | 1.7 | 0.0 | 7.1 | 0.0 | 13.0 |
| | | | | TOTAL | 335.1 | 30.6 | 28.7 | 4.5 | 1.6 | 14.0 | 10.0 | 0.0 | 4.6 | 0.0 | 6.1 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 3055 | PA | Shenango Valley Shuttle | 3 | VO | 116.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 0.0 | 78.6 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 32.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | | TOTAL | 148.7 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 | 61.5 | 21.7 |
| 3044 | PA | Westmore County TA | 6 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 597.2 | 0.0 | 8.1 | 1.8 | 1.5 | 0.0 | 0.6 | 1.2 | 0.2 | 84.2 | 2.4 |
| | | | | TOTAL | 597.2 | 0.0 | 8.1 | 1.8 | 1.5 | 0.0 | 0.6 | 1.2 | 0.2 | 84.2 | 2.4 |
| 3016 P | PA | Wilkes Barre-Williams Bus | 1 | VO | 17.8 | 62.4 | 0.0 | 0.0 | 0.0 | 37.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 7.4 | 0.0 | 16.3 | 0.0 | 0.0 | 0.0 | 58.6 | 1.3 | 23.8 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 3.7 | 0.0 | 12.5 | 4.0 | 36.9 | 0.0 | 0.0 | 0.0 | 15.7 | 0.0 | 30.9 |
| | | | | TOTAL | 29.0 | 38.4 | 5.8 | 0.5 | 4.7 | 23.1 | 15.0 | 0.3 | 8.1 | 0.0 | 4.0 |
| 3026 | PA | Williamsport-City Bus | 12 | VO | 764.1 | 54.1 | 5.0 | 15.5 | 0.4 | 20.7 | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 308.9 | 0.0 | 44.0 | 14.2 | 0.3 | 0.0 | 28.8 | 4.2 | 8.5 | 0.0 | 0.0 |
| | | | | NM | 8.1 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 174.2 | 0.0 | 18.6 | 6.1 | 25.6 | 0.0 | 3.2 | 3.7 | 19.0 | 0.0 | 23.8 |
| | | | | TOTAL | 1255.3 | 32.9 | 16.4 | 13.8 | 4.5 | 12.6 | 10.1 | 1.6 | 4.7 | 0.0 | 3.3 |
| 3027 | PA | York Area TA | 14 | VO | 612.6 | 50.4 | 5.4 | 11.7 | 2.8 | 26.2 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 262.1 | 0.0 | 35.3 | 7.8 | 8.9 | 0.9 | 34.5 | 0.0 | 12.6 | 0.0 | 0.0 |
| | | | | NM | 26.3 | 0.0 | 72.3 | 15.9 | 8.4 | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 |
| | | | | GA | 198.3 | 0.0 | 18.5 | 5.2 | 32.3 | 0.0 | 1.5 | 11.8 | 1.1 | 0.0 | 29.5 |
| | | | | TOTAL | 1099.3 | 28.1 | 16.5 | 9.7 | 9.7 | 14.8 | 10.5 | 2.1 | 3.3 | 0.0 | 5.3 |
| 8002 | SD | City of Sioux Falls-TS | 18 | VO | 488.0 | 54.0 | 9.8 | 12.7 | 0.0 | 16.6 | 4.7 | 0.0 | 0.0 | 0.0 | 2.3 |
| | | | | VM | 163.9 | 0.0 | 60.3 | 14.9 | 0.0 | 1.0 | 23.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 171.2 | 0.0 | 15.6 | 2.0 | 52.7 | 0.0 | 5.4 | 15.1 | 9.9 | 0.0 | -0.7 |
| | | | | TOTAL | 823.1 | 32.0 | 21.1 | 10.9 | 11.0 | 10.0 | 8.6 | 3.1 | 2.1 | 0.0 | 1.2 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

## SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

## TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNC-TION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERV-ICES | MATERIALS AND SUPPLIES | | UTIL-ITIES | CASU-ALTY & LIABIL-ITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4055 | TN | Bristol Tennessee Transit | 3 | VO | 58.5 | 74.8 | 0.0 | 2.8 | 0.0 | 19.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 25.7 | 0.0 | 60.2 | 11.6 | 0.0 | 0.0 | 28.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 22.6 | 0.0 | 42.1 | 10.3 | 0.2 | 0.0 | 2.1 | 11.5 | 33.4 | 0.0 | 0.3 |
| | | | | TOTAL | 106.8 | 41.0 | 23.4 | 6.5 | 0.0 | 10.8 | 8.7 | 2.4 | 7.1 | 0.0 | 0.1 |
| 4057 | TN | Jackson TA | 10 | VO | 378.9 | 54.3 | 0.0 | 14.4 | 0.0 | 20.0 | 4.1 | 1.2 | 6.0 | 0.0 | 0.0 |
| | | | | VM | 202.0 | 0.0 | 41.3 | 10.9 | 0.0 | 0.5 | 42.8 | 4.3 | 0.0 | 0.0 | 0.2 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 68.3 | 0.0 | 49.2 | 13.0 | 10.9 | 1.0 | 8.5 | 1.7 | 0.0 | 0.0 | 15.8 |
| | | | | TOTAL | 649.2 | 31.7 | 18.0 | 13.2 | 1.1 | 11.9 | 16.6 | 2.2 | 3.5 | 0.0 | 1.7 |
| 4054 | TN | Johnson City TS | 5 | VO | 201.4 | 55.1 | 3.1 | 17.8 | 0.3 | 17.9 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 88.6 | 0.0 | 37.1 | 8.4 | 0.6 | 0.0 | 53.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 116.4 | 0.0 | 30.0 | 4.8 | 2.0 | 0.6 | 0.6 | 3.8 | 0.0 | 0.0 | 58.2 |
| | | | | TOTAL | 406.6 | 27.3 | 18.3 | 12.0 | 0.8 | 9.0 | 14.8 | 1.1 | 0.0 | 0.0 | 16.7 |
| 6040 | TX | Abilene Transit System | 12 | VO | 408.6 | 61.6 | 0.0 | 8.9 | 0.0 | 24.2 | 3.9 | 0.0 | 0.0 | 0.0 | 1.4 |
| | | | | VM | 231.5 | 0.0 | 31.6 | 4.1 | 0.0 | 0.0 | 64.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 6.3 | 0.0 | 61.2 | 7.8 | 0.0 | 0.0 | 31.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 186.1 | 0.0 | 28.1 | 5.8 | 52.1 | 0.0 | 1.3 | 8.9 | 1.0 | 0.0 | 2.8 |
| | | | | TOTAL | 832.6 | 30.2 | 15.5 | 6.8 | 11.6 | 11.9 | 20.3 | 2.0 | 0.2 | 0.0 | 1.3 |
| 6001 | TX | Amarillo Transit System | 14 | VO | 743.0 | 54.2 | 0.0 | 17.7 | 0.0 | 20.5 | 6.4 | 0.0 | 0.0 | 0.0 | 1.3 |
| | | | | VM | 327.3 | 0.0 | 41.3 | 10.5 | 36.0 | 1.6 | 0.2 | 0.1 | 10.4 | 0.0 | 0.0 |
| | | | | NM | 7.2 | 0.0 | 0.0 | 0.0 | 52.7 | 0.0 | 0.0 | 47.3 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 107.9 | 0.0 | 23.2 | 6.1 | 35.2 | 0.0 | 3.1 | 11.5 | 19.4 | 0.0 | 1.4 |
| | | | | TOTAL | 1185.5 | 33.9 | 13.5 | 14.6 | 13.5 | 13.3 | 4.4 | 1.4 | 4.6 | 0.0 | 0.9 |
| 6014 | TX | City of Brownsville | 17 | VO | 1090.6 | 50.8 | 2.2 | 22.9 | 3.9 | 17.5 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 499.3 | 0.0 | 36.0 | 11.5 | 1.2 | 1.4 | 35.9 | 0.0 | 14.0 | 0.0 | 0.0 |
| | | | | NM | 30.6 | 0.0 | 0.0 | 0.0 | 3.3 | 0.0 | 80.3 | 0.0 | 16.5 | 0.0 | 0.0 |
| | | | | GA | 275.3 | 0.0 | 48.3 | 17.4 | 25.6 | 0.0 | 1.0 | 2.1 | 4.8 | 0.0 | 0.8 |
| | | | | TOTAL | 1895.8 | 29.2 | 17.7 | 18.7 | 6.3 | 10.4 | 12.5 | 0.3 | 4.7 | 0.0 | 0.1 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6015 | TX | Galveston Island Trans | 10 | VO | 560.5 | 46.6 | 2.7 | 11.5 | 16.8 | 19.4 | 1.6 | 0.0 | 0.0 | 0.0 | 1.3 |
| | | | | VM | 259.6 | 0.0 | 48.2 | 11.3 | 10.5 | 1.5 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 37.7 | 0.0 | 16.3 | 3.8 | 31.5 | 0.0 | 36.0 | 0.0 | 12.4 | 0.0 | 0.0 |
| | | | | GA | 112.1 | 0.0 | 17.8 | 4.2 | 21.6 | 0.0 | 7.2 | 24.4 | 11.4 | 0.0 | 13.5 |
| | | | | TOTAL | 970.0 | 27.0 | 17.2 | 10.3 | 16.2 | 11.6 | 10.8 | 2.8 | 1.8 | 0.0 | 2.3 |
| 6009 | TX | Laredo Muni TS | 20 | VO | 1067.1 | 45.1 | 6.3 | 21.2 | 1.6 | 21.6 | 2.5 | 0.0 | 0.0 | 0.0 | 1.6 |
| | | | | VM | 397.3 | 35.7 | 0.0 | 14.4 | 35.6 | 0.8 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 |
| | | | | NM | 54.9 | 0.0 | 35.9 | 16.7 | 10.1 | 0.0 | 37.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 321.6 | 0.0 | 17.3 | 6.7 | 46.6 | 0.0 | 5.3 | 11.0 | 3.1 | 0.0 | 10.0 |
| | | | | TOTAL | 1840.9 | 33.9 | 7.8 | 17.1 | 17.1 | 12.7 | 3.5 | 1.9 | 3.5 | 0.0 | 2.7 |
| 6037 | TX | San Angelo TD | 6 | VO | 334.4 | 49.9 | 10.3 | 14.2 | 0.4 | 20.1 | 2.6 | 0.0 | 0.0 | 0.0 | 2.5 |
| | | | | VM | 90.8 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 8.3 | 0.0 | 15.3 | 3.6 | 64.8 | 0.0 | 6.6 | 9.6 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 42.1 | 0.0 | 28.2 | 6.7 | 31.7 | 0.0 | 4.1 | 0.6 | 25.9 | 0.0 | 2.8 |
| | | | | TOTAL | 475.6 | 35.1 | 10.0 | 10.6 | 23.3 | 14.1 | 2.3 | 0.2 | 2.3 | 0.0 | 2.0 |
| 6035 | TX | Wichita Falls TS | 9 | VO | 226.1 | 59.8 | 3.4 | 10.9 | 0.0 | 21.8 | 3.1 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | | VM | 124.3 | 0.0 | 42.9 | 5.4 | 0.8 | 2.1 | 48.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 2.8 | 0.0 | 0.0 | 0.0 | 53.0 | 0.0 | 47.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 67.8 | 0.0 | 43.7 | 6.6 | 10.5 | 3.5 | 2.7 | 17.5 | 14.3 | 0.0 | 1.2 |
| | | | | TOTAL | 420.9 | 32.1 | 21.5 | 8.5 | 2.3 | 12.9 | 16.8 | 2.8 | 2.3 | 0.0 | 0.8 |
| 3053 | VA | Bristol Virginia Transit | 5 | VO | 58.9 | 61.4 | 0.0 | 15.6 | 0.0 | 20.2 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 50.7 | 0.0 | 62.4 | 21.3 | 0.0 | 0.0 | 16.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 35.1 | 0.0 | 52.2 | 14.1 | 7.1 | 0.0 | 0.9 | 12.1 | 13.5 | 0.0 | 0.1 |
| | | | | TOTAL | 145.4 | 24.9 | 34.4 | 17.2 | 1.7 | 8.2 | 7.5 | 2.9 | 3.3 | 0.0 | 0.0 |
| 3036 | VA | Charlottesville Transit | 8 | VO | 513.7 | 41.6 | 7.9 | 10.5 | 0.0 | 22.1 | 17.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 186.4 | 0.0 | 47.4 | 10.3 | 8.9 | 0.8 | 23.1 | 0.7 | 8.7 | 0.0 | 0.0 |
| | | | | NM | 28.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 | 46.4 | 0.0 | 0.0 |
| | | | | GA | 169.2 | 0.0 | 41.4 | 9.2 | 2.2 | 0.0 | 1.1 | 0.8 | 1.4 | 0.0 | 44.0 |
| | | | | TOTAL | 897.7 | 23.8 | 22.2 | 9.9 | 2.3 | 12.8 | 15.2 | 2.0 | 3.5 | 0.0 | 8.3 |

*Includes expenses for contracts with public agencies and/or private carriers.

TABLE 3.09 as of 06/02/86 — continued

## SINGLE MODE MOTOR BUS TRANSIT SYSTEMS

## TRANSIT OPERATING EXPENSES BY FUNCTION AND OBJECT CLASS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 3008 | VA | Gr. Lynchburg Transit Co. | 22 | VO | 1167.8 | 49.0 | 5.7 | 16.9 | 0.1 | 23.1 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 430.7 | 0.0 | 46.7 | 14.4 | 1.3 | 0.3 | 33.5 | 0.0 | 4.0 | 0.0 | 0.0 |
| | | | | NM | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 293.5 | 0.0 | 15.1 | 4.6 | 50.2 | 0.0 | 2.0 | 9.1 | 9.5 | 0.0 | 9.5 |
| | | | | TOTAL | 1907.3 | 30.0 | 16.4 | 14.3 | 8.1 | 14.2 | 11.9 | 1.4 | 2.4 | 0.0 | 1.5 |
| 1066 | VT | Chittenden County TA | 20 | VO | 1092.3 | 44.3 | 3.9 | 16.7 | 0.2 | 19.8 | 14.6 | 0.5 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 311.9 | 0.0 | 48.8 | 17.0 | 0.2 | 0.5 | 6.3 | 10.3 | 16.9 | 0.0 | 0.0 |
| | | | | NM | 48.1 | 0.0 | 40.4 | 14.1 | 10.3 | 0.0 | 28.6 | 3.6 | 3.0 | 0.0 | 0.0 |
| | | | | GA | 123.1 | 0.0 | 43.2 | 14.7 | 3.0 | 1.2 | 5.6 | 3.6 | 3.7 | 0.0 | 25.1 |
| | | | | TOTAL | 1575.4 | 30.7 | 17.0 | 16.5 | 0.7 | 13.9 | 12.7 | 2.8 | 3.7 | 0.0 | 2.0 |
| 5109 | WI | Beloit Transit System | 12 | VO | 423.9 | 63.0 | 0.0 | 18.6 | 0.0 | 14.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | | VM | 129.6 | 0.0 | 53.0 | 15.7 | 0.8 | 7.5 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 4.4 | 0.0 | 9.8 | 2.9 | 73.0 | 3.7 | 8.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| | | | | GA | 97.8 | 0.0 | 33.9 | 10.0 | 4.1 | 1.5 | 0.3 | 16.6 | 21.3 | 0.0 | 12.3 |
| | | | | TOTAL | 655.7 | 40.7 | 15.6 | 16.6 | 1.3 | 11.3 | 6.9 | 2.5 | 3.2 | 0.0 | 1.9 |
| 5099 | WI | Eau Claire Transit | 15 | VO | 802.0 | 56.7 | 0.0 | 23.9 | 0.0 | 17.6 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 322.8 | 0.0 | 50.7 | 22.7 | 5.3 | 2.6 | 18.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 272.3 | 0.0 | 41.6 | 21.1 | 10.0 | 0.0 | 1.2 | 11.0 | 12.5 | 0.0 | 2.6 |
| | | | | TOTAL | 1397.1 | 32.5 | 19.8 | 23.1 | 3.2 | 10.7 | 5.6 | 2.1 | 2.4 | 0.0 | 0.5 |
| 5002 | WI | Green Bay TS | 24 | VO | 1649.2 | 48.8 | 0.0 | 28.7 | 0.0 | 14.8 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 353.6 | 0.0 | 52.0 | 27.9 | 0.7 | 0.0 | 3.2 | 0.0 | 16.1 | 0.0 | 0.0 |
| | | | | NM | 31.5 | 0.0 | 46.0 | 31.3 | 15.6 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 309.2 | 0.0 | 24.4 | 16.0 | 25.0 | 0.0 | 9.3 | 19.4 | 1.0 | 0.0 | 4.9 |
| | | | | TOTAL | 2343.6 | 34.3 | 11.7 | 27.0 | 3.6 | 10.4 | 7.2 | 2.6 | 2.6 | 0.0 | 0.6 |
| 5108 | WI | Janesville Transit System | 15 | VO | 577.0 | 49.7 | 0.0 | 19.8 | 0.0 | 20.6 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 156.9 | 0.0 | 68.3 | 26.0 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 184.1 | 0.0 | 44.1 | 18.5 | 0.3 | 0.0 | 2.1 | 11.9 | 11.2 | 0.0 | 11.9 |
| | | | | TOTAL | 922.2 | 31.1 | 20.4 | 20.5 | 1.0 | 12.9 | 7.1 | 2.4 | 2.2 | 0.0 | 2.4 |

*Includes expenses for contracts with public agencies and/or private carriers.

| ID CODE | ST | TRANSIT SYSTEM | TOTAL MOTOR BUSES OPERATED IN MAXIMUM SERVICE | FUNCTION | TOTAL OPERATING EXPENSES BY FUNCTION $ IN THOUSANDS | PERCENT OF OPERATING EXPENSES BY OBJECT CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | LABOR SALARIES AND WAGES | | FRINGE BENEFITS | SERVICES | MATERIALS AND SUPPLIES | | UTILITIES | CASUALTY & LIABILITY | PURCH TRAN* | OTHER |
| | | | | | | OPER | OTHER | | | FUEL AND LUBE | TIRES AND OTHER | | | | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5009 | WI | Oshkosh Transit System | 21 | VO | 896.8 | 50.9 | 0.0 | 22.6 | 0.0 | 18.4 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 131.7 | 0.0 | 68.3 | 30.4 | 0.0 | 0.8 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 7.0 | 0.0 | 50.0 | 40.8 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 223.8 | 0.0 | 41.1 | 17.9 | 2.0 | 0.0 | 2.5 | 15.2 | 12.4 | 0.0 | 8.9 |
| | | | | TOTAL | 1259.4 | 36.3 | 14.7 | 22.7 | 0.4 | 13.2 | 6.3 | 2.7 | 2.2 | 0.0 | 1.6 |
| 5088 | WI | Sheboygan Transit | 16 | VO | 736.8 | 54.7 | 0.0 | 19.8 | 0.0 | 23.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 330.4 | 0.0 | 46.7 | 16.8 | 2.9 | 0.0 | 33.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 325.7 | 0.0 | 41.0 | 15.5 | 0.0 | 0.0 | 0.0 | 11.2 | 16.6 | 0.0 | 15.7 |
| | | | | TOTAL | 1393.0 | 29.0 | 20.7 | 18.1 | 0.7 | 12.2 | 9.2 | 2.6 | 3.9 | 0.0 | 3.7 |
| 5094 | WI | Waukesha County Highway | 24 | VO | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 951.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| | | | | TOTAL | 951.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| 5091 | WI | Wausau Area Transit | 14 | VO | 463.8 | 54.7 | 0.0 | 15.8 | 0.0 | 18.4 | 11.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 131.1 | 0.0 | 74.3 | 22.9 | 0.0 | 0.1 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | NM | 6.8 | 0.0 | 0.0 | 0.0 | 63.6 | 0.0 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | GA | 197.3 | 0.0 | 27.7 | 33.1 | 3.0 | 0.2 | 0.6 | 11.4 | 21.0 | 0.0 | 3.1 |
| | | | | TOTAL | 798.9 | 31.8 | 19.0 | 21.1 | 1.3 | 10.7 | 7.4 | 2.8 | 5.2 | 0.0 | 0.8 |
| 3035 | WV | Wheeling-Ohio Valley RTA | 16 | VO | 1060.6 | 53.2 | 0.0 | 17.0 | 0.0 | 16.5 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | VM | 197.4 | 0.0 | 73.8 | 22.6 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 2.3 |
| | | | | NM | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| | | | | GA | 250.4 | 0.0 | 44.5 | 14.7 | 7.4 | 0.0 | 5.7 | 9.8 | 15.9 | 0.0 | 2.1 |
| | | | | TOTAL | 1514.0 | 37.3 | 17.0 | 17.3 | 1.2 | 11.5 | 10.4 | 1.6 | 2.6 | 0.0 | 1.0 |

*Includes expenses for contracts with public agencies and/or private carriers.

## TABLE 3.10 as of 06/02/86

### EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | 2088 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 103480.9 | 16.2 | 15.0 | 21.3 | 0.6 | 0.0 | 0.0 | 13.8 | 6.6 | 23.8 | 1.0 | 1.3 | 0.4 |
| | | EMPLOYEE PAID | | 20778.5 | 75.3 | 21.6 | 2.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3030 | DC | Washington, D.C.-WMATA | 1699 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 91774.4 | 14.1 | 29.9 | 15.7 | 0.2 | 0.0 | 0.3 | 9.6 | 5.6 | 22.6 | 0.5 | 0.9 | 0.5 |
| | | EMPLOYEE PAID | | 16078.5 | 80.5 | 5.2 | 14.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5066 | IL | Chicago-CTA | 2798 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 140335.9 | 16.8 | 13.7 | 25.5 | 1.1 | 2.4 | 0.3 | 5.3 | 2.2 | 31.2 | 0.3 | 1.1 | 0.0 |
| | | EMPLOYEE PAID | | 23371.7 | 97.0 | 0.7 | 1.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1003 | MA | Boston-MBTA | 1187 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 86231.4 | 14.7 | 26.1 | 26.5 | 0.7 | 0.5 | 0.1 | 6.5 | 3.1 | 19.8 | 0.9 | 0.6 | 0.5 |
| | | EMPLOYEE PAID | | 26723.6 | 47.5 | 49.9 | 2.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2080 | NJ | Newark-NJT Corp | 2229 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 84202.5 | 25.7 | 18.1 | 18.3 | 1.3 | 0.0 | 2.6 | 1.9 | 3.3 | 26.0 | 1.0 | 0.5 | 1.2 |
| | | EMPLOYEE PAID | | 18804.4 | 87.7 | 0.4 | 9.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2008 | NY | New York CTA | 8184 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 814023.2 | 12.1 | 12.8 | 9.7 | 0.0 | 0.0 | 0.1 | 1.5 | 4.9 | 19.4 | 2.4 | 0.3 | 12.2 |
| | | EMPLOYEE PAID | | 132106.2 | 70.8 | 29.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2100 | NY | New York-LIRR | 1093 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 121192.0 | 29.4 | 22.3 | 15.8 | 0.0 | 0.0 | 3.1 | 0.0 | 7.0 | 18.7 | 1.9 | 0.0 | 1.8 |
| | | EMPLOYEE PAID | | 21199.0 | 92.5 | 7.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3019 | PA | Philadelphia-SEPTA | 2003 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 83220.8 | 22.3 | 13.2 | 23.5 | 1.1 | 0.3 | 1.2 | 7.3 | 3.2 | 24.4 | 0.6 | 1.3 | 1.7 |
| | | EMPLOYEE PAID | | 14983.6 | 97.1 | 0.0 | 2.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3022 | PA | Pittsburgh-PAT | 1001 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 32279.1 | 17.1 | 29.0 | 26.5 | 1.6 | 0.7 | 0.1 | 6.3 | 5.0 | 20.0 | 0.3 | 0.5 | -7.2 |
| | | EMPLOYEE PAID | | 9831.1 | 54.2 | 42.9 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0001 | WA | Seattle Metro | 1113 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 25066.8 | 19.6 | 19.1 | 19.2 | 0.7 | 0.3 | 0.9 | 5.5 | 7.7 | 24.1 | 0.7 | 2.0 | 0.3 |
| | | EMPLOYEE PAID | | 8469.2 | 54.5 | 41.5 | 1.8 | 2.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | 720 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 24238.1 | 16.7 | 20.6 | 17.6 | 0.7 | 0.0 | 0.7 | 6.4 | 9.1 | 26.0 | 1.5 | 0.6 | 0.1 |
| | | EMPLOYEE PAID | | 3871.8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9015 | CA | San Francisco-MUNI | 856 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 37778.8 | 17.9 | 50.1 | 5.8 | 0.0 | 0.0 | 1.1 | 6.1 | 6.5 | 12.0 | 0.0 | 0.4 | 0.0 |
| | | EMPLOYEE PAID | | 6778.5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8006 | CO | Denver-RTD | 614 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 18633.3 | 19.8 | 23.0 | 22.2 | 0.7 | 0.0 | 0.4 | 2.2 | 4.1 | 23.6 | 2.9 | 0.7 | 0.5 |
| | | EMPLOYEE PAID | | 5107.4 | 72.1 | 23.0 | 2.7 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4034 | FL | Miami-Dade Cnty TA | 570 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 22602.8 | 19.5 | 31.4 | 14.7 | 0.3 | 0.0 | 0.1 | 3.1 | 4.9 | 21.2 | 2.2 | 1.3 | 1.3 |
| | | EMPLOYEE PAID | | 5805.4 | 73.4 | 0.8 | 23.7 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4022 | GA | Atlanta-MARTA | 742 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 21860.5 | 19.4 | 20.2 | 23.6 | 1.7 | 0.0 | 0.6 | 2.4 | 7.1 | 23.9 | 0.6 | 0.5 | 0.1 |
| | | EMPLOYEE PAID | | 6207.7 | 66.8 | 33.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3034 | MD | Baltimore-MTA | 767 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 27069.4 | 15.7 | 19.0 | 19.8 | 0.7 | 0.0 | 2.3 | 9.3 | 8.9 | 23.2 | 0.4 | 0.6 | 0.0 |
| | | EMPLOYEE PAID | | 4989.8 | 88.5 | 2.3 | 8.8 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5119 | MI | City of Detroit DeptOTr | 609 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 37474.6 | 8.3 | 35.3 | 22.1 | 0.4 | 2.0 | 0.2 | 1.4 | 2.6 | 12.8 | 0.7 | 0.5 | 13.8 |
| | | EMPLOYEE PAID | | 4796.7 | 65.1 | 31.2 | 1.4 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | 963 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 23716.2 | 17.3 | 11.9 | 22.8 | 1.0 | 0.0 | 0.2 | 14.1 | 5.6 | 24.4 | 0.7 | 1.4 | 0.4 |
| | | EMPLOYEE PAID | | 6608.3 | 59.2 | 33.3 | 7.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | 625 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 19650.5 | 17.1 | 17.3 | 25.2 | 1.7 | 0.1 | 1.7 | 3.7 | 5.7 | 25.7 | 0.7 | 1.2 | 0.0 |
| | | EMPLOYEE PAID | | 4990.8 | 65.7 | 27.8 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2078 | NY | New York-MTNR | 782 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 63724.7 | 53.1 | 1.0 | 14.8 | 0.8 | 0.1 | 0.0 | 0.0 | 2.2 | 25.2 | 2.0 | 0.0 | 0.9 |
| | | EMPLOYEE PAID | | 15416.8 | 99.2 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5015 | OH | Cleveland RTA | 769 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 23348.0 | 36.6 | 0.0 | 25.3 | 1.0 | 2.8 | 0.1 | 7.3 | 0.2 | 19.9 | 0.4 | 2.6 | 3.8 |
| | | EMPLOYEE PAID | | 5044.7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0008 | OR | Portland-Tri-County MTD | 588 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 20430.0 | 15.4 | 27.6 | 18.1 | 0.7 | 0.0 | 0.5 | 7.5 | 7.2 | 21.8 | 0.7 | 0.5 | 0.0 |
| | | EMPLOYEE PAID | | 3038.0 | 98.2 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6004 | TX | Dallas TS | 627 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 12630.7 | 14.7 | 43.3 | 11.5 | 0.0 | 0.0 | 0.2 | 6.5 | 4.7 | 15.2 | 0.4 | 0.8 | 2.7 |
| | | EMPLOYEE PAID | | 2478.9 | 70.9 | 4.9 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6008 | TX | Houston-MTA | 737 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 19591.7 | 21.3 | 12.9 | 7.6 | 2.2 | 0.0 | 0.9 | 1.1 | 9.7 | 25.2 | 2.4 | 2.0 | 14.7 |
| | | EMPLOYEE PAID | | 4845.4 | 81.7 | 7.1 | 10.3 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5008 | WI | Milwaukee County TS | 522 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 16518.1 | 15.3 | 21.4 | 29.1 | 0.1 | 0.1 | 2.1 | 3.9 | 5.6 | 20.6 | 0.3 | 1.4 | 0.2 |
| | | EMPLOYEE PAID | | 4034.5 | 62.2 | 33.3 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | 413 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 13781.8 | 0.0 | 34.5 | 19.7 | 0.4 | 0.0 | 1.9 | 7.3 | 9.7 | 23.9 | 0.9 | 1.4 | 0.3 |
| | | EMPLOYEE PAID | | 2466.6 | 0.0 | 92.8 | 7.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9016 | CA | San Fran-Golden Gate TD | 262 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 10570.2 | 11.7 | 23.6 | 21.6 | 0.9 | 0.2 | 0.8 | 12.7 | 6.8 | 18.9 | 1.6 | 0.1 | 1.2 |
| | | EMPLOYEE PAID | | 1630.3 | 72.4 | 26.4 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9003 | CA | San Francisco-BART | 327 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 39072.4 | 0.0 | 48.0 | 15.0 | 1.2 | 1.4 | 0.2 | 2.7 | 8.4 | 21.2 | 1.0 | 0.8 | 0.1 |
| | | EMPLOYEE PAID | | 171.7 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9009 | CA | San Mateo County District | 263 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3570.1 | 13.4 | 21.8 | 24.1 | 0.6 | 0.0 | 0.9 | 5.4 | 8.4 | 25.1 | 0.2 | 0.0 | 0.1 |
| | | EMPLOYEE PAID | | 1033.8 | 45.3 | 54.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMPLOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9013 | CA | Santa Clara County TD | 445 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 21582.6 | 14.6 | 16.9 | 17.4 | 0.3 | 0.0 | 0.5 | 10.0 | 12.1 | 26.2 | 0.8 | 0.7 | 0.5 |
| | | EMPLOYEE PAID | | 2662.9 | 98.5 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9002 | HI | Honolulu DOT Service | 416 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 12030.4 | 16.4 | 21.3 | 18.7 | 0.4 | 1.3 | 2.1 | 1.7 | 7.7 | 29.3 | 0.4 | 0.5 | 0.2 |
| | | EMPLOYEE PAID | | 1909.1 | 96.6 | 2.6 | 0.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5121 P | IL | Chicago & NW TrCo | 346 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 14370.0 | 45.7 | 1.0 | 22.9 | 0.2 | 0.0 | 4.5 | 0.0 | 2.6 | 22.2 | 0.6 | 0.2 | 0.0 |
| | | EMPLOYEE PAID | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | 296 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 15640.5 | 41.8 | 5.4 | 22.0 | 0.0 | 0.0 | 0.3 | 0.0 | 3.7 | 26.2 | 0.7 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 2792.5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | 400 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 10325.5 | 18.7 | 16.8 | 23.8 | 4.2 | 1.9 | 14.7 | 2.5 | 2.4 | 13.2 | 0.9 | 1.0 | 0.0 |
| | | EMPLOYEE PAID | | 1980.9 | 95.1 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5031 | MI | Detroit - SEMTA | 451 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 11781.5 | 12.3 | 16.5 | 21.5 | 1.4 | 3.3 | 5.4 | 15.8 | 5.3 | 13.8 | 1.0 | 0.8 | 2.8 |
| | | EMPLOYEE PAID | | 1758.5 | 82.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2002 | NY | Albany-Capital Dist TA | 258 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2398.3 | 28.4 | 16.7 | 38.1 | 0.0 | 4.7 | 0.2 | 9.6 | 0.2 | 0.0 | 0.0 | 1.3 | 1.2 |
| | | EMPLOYEE PAID | | 887.1 | 76.8 | 15.7 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2004 | NY | Buffalo-Niagara Frontier | 382 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 8250.7 | 19.1 | 13.3 | 20.8 | 1.3 | 2.5 | 0.2 | 3.2 | 7.8 | 27.1 | 1.0 | 1.3 | 2.3 |
| | | EMPLOYEE PAID | | 2018.7 | 77.2 | 21.6 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2007 | NY | East Meadow-MSBA | 261 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 11447.1 | 13.6 | 30.2 | 22.9 | 0.0 | 0.0 | 0.1 | 4.8 | 5.3 | 19.2 | 1.9 | 0.7 | 1.2 |
| | | EMPLOYEE PAID | | 2476.5 | 59.7 | 40.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2098 | NY | New York-PATH | 260 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 15424.0 | 39.0 | 7.2 | 0.0 | 19.8 | 0.0 | 3.2 | 0.0 | 12.0 | 18.7 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5012 | OH | Cincinnati-SORTA | 330 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 9814.2 | 30.6 | 3.6 | 26.6 | 0.8 | 1.1 | 0.2 | 16.5 | 1.8 | 16.4 | 1.8 | 0.5 | 0.2 |
| | | EMPLOYEE PAID | | 1835.2 | 98.9 | 0.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5016 | OH | Columbus-Central Ohio TA | 289 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 7099.1 | 35.3 | 0.2 | 14.0 | 1.2 | 1.2 | 0.2 | 10.4 | 12.0 | 22.8 | 0.6 | 1.5 | 0.5 |
| | | EMPLOYEE PAID | | 1528.4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2001 | PR | San Juan-Metro Bus Auth | 374 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 6360.3 | 18.9 | 16.6 | 20.1 | 0.4 | 0.6 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 1.7 | 33.5 |
| | | EMPLOYEE PAID | | 2442.4 | 49.3 | 50.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | 433 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 6032.9 | 21.4 | 20.3 | 19.9 | -0.4 | 0.0 | 0.6 | 3.8 | 5.9 | 25.1 | 1.6 | 1.4 | 0.5 |
| | | EMPLOYEE PAID | | 2348.4 | 54.5 | 35.6 | 2.2 | 7.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | 296 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 4719.3 | 20.8 | 9.4 | 32.5 | 1.2 | 0.7 | 1.1 | 2.8 | 5.4 | 24.1 | 0.7 | 1.2 | 0.0 |
| | | EMPLOYEE PAID | | 1030.2 | 90.3 | 9.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3005 | VA | Norfolk-Tidewater TDC | 312 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3113.7 | 20.0 | 22.5 | 15.9 | 1.2 | 0.6 | 1.4 | 0.8 | 7.0 | 27.4 | 1.5 | 1.6 | 0.0 |
| | | EMPLOYEE PAID | | 951.4 | 62.6 | 29.0 | 6.5 | 1.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5112 | WI | Milwaukee Cty Paratransit | 262 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 42.1 | 12.9 | 33.1 | 19.7 | 1.0 | 0.0 | 0.3 | 0.0 | 19.2 | 11.6 | 2.3 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 5.4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | 100 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1559.8 | 19.4 | 24.2 | 31.9 | 0.9 | 0.0 | -16.2 | 4.7 | 5.9 | 24.8 | 0.0 | 4.0 | 0.5 |
| | | EMPLOYEE PAID | | 537.2 | 54.3 | 40.1 | 0.0 | 0.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9032 | AZ | City of Phoenix TS | 132 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 44.5 | 24.7 | 31.5 | 28.6 | 2.5 | 10.7 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| | | EMPLOYEE PAID | | 22.5 | 46.7 | 39.8 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9033 | AZ | City of Tuscon MTS | 169 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2309.9 | 18.9 | 15.7 | 23.1 | 0.3 | 1.9 | 1.8 | 9.1 | 5.5 | 22.1 | 0.8 | 0.8 | 0.0 |
| | | EMPLOYEE PAID | | 502.6 | 86.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9124 P | AZ | Phoenix Transit System | 238 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3651.5 | 24.2 | 6.6 | 25.7 | 0.8 | 3.4 | 1.8 | 0.0 | 7.6 | 25.3 | 0.0 | 3.4 | 1.1 |
| | | EMPLOYEE PAID | | 1305.5 | 66.1 | 16.4 | 16.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9023 | CA | Long Beach PTC | 146 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3646.0 | 20.0 | 29.3 | 24.8 | 0.7 | 0.2 | 0.7 | 8.9 | 0.0 | 14.4 | 0.0 | 0.8 | 0.3 |
| | | EMPLOYEE PAID | | 742.7 | 93.2 | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9019 | CA | Sacramento RTD | 189 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 6883.9 | 14.8 | 24.9 | 15.5 | 0.7 | 0.8 | 0.5 | 7.5 | 8.7 | 24.8 | 0.6 | 0.6 | 0.5 |
| | | EMPLOYEE PAID | | 1121.1 | 89.8 | 0.0 | 9.1 | 0.9 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | 130 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1832.4 | 0.0 | 20.4 | 12.8 | 0.7 | 0.0 | 4.0 | 27.5 | 7.3 | 19.1 | 1.2 | 0.3 | 6.5 |
| | | EMPLOYEE PAID | | 346.8 | 0.0 | 72.0 | 17.5 | 1.9 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9026 | CA | San Diego TS | 209 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 8344.4 | 17.0 | 21.2 | 19.2 | 0.1 | 0.0 | 0.6 | 5.8 | 10.8 | 24.2 | 0.5 | 0.6 | 0.1 |
| | | EMPLOYEE PAID | | 1530.0 | 92.0 | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1048 P | CT | Hartford-Conn Transit | 207 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 4118.4 | 19.1 | 17.0 | 22.7 | 0.7 | 2.2 | 2.6 | 7.1 | 4.8 | 22.1 | 0.0 | 1.7 | 0.0 |
| | | EMPLOYEE PAID | | 1296.8 | 62.0 | 34.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1055 P | CT | New Haven-Conn Transit | 101 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2415.8 | 19.2 | 16.8 | 21.7 | 0.7 | 2.1 | 2.5 | 9.8 | 4.0 | 21.5 | 0.0 | 1.7 | 0.1 |
| | | EMPLOYEE PAID | | 769.9 | 61.5 | 33.6 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3031 | DE | Wilmington-DART | 100 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2009.6 | 14.1 | 19.1 | 33.2 | 0.9 | 0.0 | 0.0 | 12.7 | 0.4 | 18.5 | 0.3 | 0.7 | 0.2 |
| | | EMPLOYEE PAID | | 285.0 | 89.7 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | 198 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 4324.3 | 16.8 | 26.6 | 19.0 | 0.7 | 0.0 | 0.0 | 3.6 | 8.2 | 19.4 | 1.5 | 2.0 | 2.2 |
| | | EMPLOYEE PAID | | 848.4 | 82.7 | 0.0 | 15.1 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4041 | FL | Hillborough Area RTA | 131 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2104.6 | 16.8 | 28.8 | 17.6 | 0.8 | 0.2 | 0.4 | 5.3 | 5.0 | 19.4 | 0.6 | 3.0 | 2.1 |
| | | EMPLOYEE PAID | | 409.9 | 80.3 | 5.6 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4040 | FL | Jacksonville TA | 183 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2615.1 | 21.8 | 14.2 | 25.4 | 0.0 | 0.0 | 2.2 | -1.8 | 7.7 | 27.1 | 0.7 | 2.3 | 0.5 |
| | | EMPLOYEE PAID | | 926.5 | 59.5 | 9.9 | 30.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5122 P | IL | Chicago-Burlington North | 171 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 5048.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5120 P | IL | Chicago-Illinois Central | 159 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 7343.6 | 67.3 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5080 | IL | Des Plaines-No Suburb TD | 103 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2089.5 | 20.5 | 11.6 | 35.4 | 0.0 | 0.0 | 1.6 | 7.9 | 0.0 | 20.8 | 1.2 | 0.9 | 0.2 |
| | | EMPLOYEE PAID | | 669.5 | 63.9 | 36.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | 207 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3736.5 | 20.2 | 17.7 | 26.9 | 2.4 | 3.3 | 0.2 | 0.1 | 4.4 | 19.3 | 3.7 | 1.9 | 0.0 |
| | | EMPLOYEE PAID | | 1253.6 | 60.2 | 26.3 | 12.4 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4018 | KY | Louisville-TA River City | 239 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 5324.5 | 17.5 | 10.0 | 27.6 | 0.8 | 1.0 | 0.0 | 11.2 | 6.0 | 22.4 | 1.9 | 1.7 | 0.0 |
| | | EMPLOYEE PAID | | 1503.4 | 59.3 | 30.7 | 9.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3051 | MD | Rockville-Ride-On | 136 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1419.3 | 23.7 | 0.0 | 29.3 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 38.9 |
| | | EMPLOYEE PAID | | 445.0 | 75.6 | 0.0 | 19.1 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | 122 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 997.3 | 23.2 | 12.0 | 30.5 | 0.0 | 0.0 | 8.7 | -2.9 | 3.2 | 23.4 | 0.1 | 1.8 | 0.0 |
| | | EMPLOYEE PAID | | 223.7 | 95.9 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7005 | MO | Kansas City Area TA | 235 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 6403.7 | 18.8 | 21.7 | 18.7 | 0.7 | 0.0 | 0.8 | 4.5 | 7.3 | 25.1 | 1.1 | 1.3 | 0.0 |
| | | EMPLOYEE PAID | | 1660.8 | 69.6 | 14.8 | 13.6 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4008 | NC | Charlotte TS | 100 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1350.4 | 24.4 | 8.0 | 18.2 | 0.7 | 0.0 | 3.1 | 7.6 | 7.7 | 28.2 | 0.0 | 0.0 | 2.2 |
| | | EMPLOYEE PAID | | 341.4 | 96.4 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7001 | NE | Lincoln Transp. System | 118 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 642.5 | 23.6 | 5.9 | 16.9 | 2.8 | 0.0 | 0.0 | 2.0 | 15.9 | 28.0 | 1.7 | 2.8 | 0.4 |
| | | EMPLOYEE PAID | | 293.0 | 51.8 | 24.3 | 23.2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7002 | NE | TA of Omaha | 174 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2799.9 | 19.0 | 17.0 | 28.2 | 1.0 | 3.8 | 0.6 | 3.0 | 1.2 | 24.2 | 0.7 | 0.8 | 0.5 |
| | | EMPLOYEE PAID | | 747.7 | 68.0 | 28.5 | 2.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | 188 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 5224.0 | 16.5 | 25.1 | 17.7 | 0.5 | 6.1 | 1.8 | 5.6 | 3.4 | 20.8 | 0.3 | 1.2 | 1.0 |
| | | EMPLOYEE PAID | | 1167.6 | 69.9 | 30.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2040 | NY | New York Bus Tours, Inc. | 184 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1195.0 | 34.6 | 15.8 | 3.9 | 0.6 | 0.4 | 6.0 | 3.9 | 0.7 | 21.1 | 5.1 | 7.1 | 0.7 |
| | | EMPLOYEE PAID | | 511.0 | 77.4 | 21.3 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2038 | NY | New York-Green Bus Lines | 156 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 7872.7 | 14.9 | 27.6 | 21.1 | 1.3 | 2.4 | 1.6 | 2.9 | 4.6 | 22.4 | 0.0 | 1.1 | 0.0 |
| | | EMPLOYEE PAID | | 1520.6 | 73.7 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2043 | NY | Queens Transit Corp | 185 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 6116.8 | 16.7 | 22.8 | 17.2 | 0.0 | 3.3 | 1.5 | 9.2 | 2.4 | 22.1 | 3.1 | 1.2 | 0.4 |
| | | EMPLOYEE PAID | | 1428.1 | 71.7 | 28.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2113 | NY | Rochester-RTS | 211 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 4178.2 | 19.4 | 20.9 | 22.3 | -0.1 | 1.0 | 2.6 | -1.5 | 5.8 | 27.1 | 0.7 | 1.7 | 0.0 |
| | | EMPLOYEE PAID | | 1117.1 | 71.3 | 25.2 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2045 | NY | Steinway Transit Corp. | 108 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3163.6 | 19.1 | 23.1 | 17.6 | 0.0 | 2.9 | 1.5 | 4.2 | 2.2 | 24.2 | 3.6 | 1.2 | 0.4 |
| | | EMPLOYEE PAID | | 814.2 | 74.0 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2018 | NY | Syracuse-CNY Centro | 184 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2891.7 | 17.4 | 19.4 | 29.8 | 1.6 | 2.7 | 1.0 | 7.5 | 2.4 | 20.9 | 0.7 | 0.9 | -4.3 |
| | | EMPLOYEE PAID | | 556.3 | 89.6 | 0.0 | 10.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 2079 P | NY | Yonkers-Liberty Lines | 227 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 5109.5 | 20.7 | 20.2 | 17.1 | 1.1 | 0.3 | 3.2 | 4.6 | 1.1 | 28.7 | 0.9 | 2.0 | 0.2 |
| | | EMPLOYEE PAID | | 1322.0 | 76.5 | 0.0 | 22.8 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | 160 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2811.6 | 19.7 | 17.2 | 17.2 | 1.2 | 0.3 | 2.4 | 4.9 | 1.1 | 32.9 | 0.9 | 2.2 | 0.2 |
| | | EMPLOYEE PAID | | 699.3 | 75.2 | 0.0 | 24.1 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5010 | OH | Akron-Metropolitan RTA | 154 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2266.7 | 29.1 | 3.0 | 33.2 | 3.2 | 0.0 | 0.2 | 9.6 | 0.4 | 20.0 | 0.0 | 1.1 | 0.2 |
| | | EMPLOYEE PAID | | 420.5 | 95.8 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5017 | OH | Dayton Miami Valley RTA | 182 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 4900.6 | 0.0 | 36.2 | 31.9 | 0.8 | 1.3 | 0.0 | 7.3 | 3.4 | 15.1 | 2.3 | 1.5 | 0.2 |
| | | EMPLOYEE PAID | | 1041.4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5022 | OH | Toledo RTA | 178 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2664.7 | 35.2 | 0.0 | 33.3 | 2.0 | 1.4 | 0.8 | 6.1 | 0.0 | 20.9 | 0.3 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 601.6 | 96.9 | 0.0 | 2.4 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1001 | RI | Providence-Rhode Is PTA | 201 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 5227.7 | 16.5 | 13.2 | 25.6 | 1.3 | 0.4 | 0.4 | 5.4 | 10.0 | 25.7 | 0.1 | 1.2 | 0.2 |
| | | EMPLOYEE PAID | | 960.6 | 87.2 | 0.0 | 8.3 | 3.5 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4003 | TN | Memphis Area TA | 146 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 4296.7 | 15.7 | 16.8 | 30.6 | 1.6 | 0.4 | 3.7 | 2.9 | 6.0 | 21.5 | 0.4 | 0.3 | 0.1 |
| | | EMPLOYEE PAID | | 1237.9 | 53.5 | 46.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4004 | TN | Nashville-MTA | 137 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2017.6 | 18.3 | 24.7 | 23.3 | 1.0 | 0.0 | 1.8 | 1.1 | 4.6 | 23.4 | 0.4 | 1.4 | 0.0 |
| | | EMPLOYEE PAID | | 650.5 | 56.0 | 33.0 | 11.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6006 | TX | El Paso PTA | 112 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1524.9 | 18.8 | 23.4 | 11.1 | 0.8 | 0.0 | 0.9 | 11.2 | 9.4 | 19.0 | 2.1 | 0.4 | 2.8 |
| | | EMPLOYEE PAID | | 499.7 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | 106 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1279.7 | 25.6 | 3.6 | 20.8 | 0.8 | 3.0 | 3.5 | 10.0 | 1.1 | 23.5 | 0.3 | 2.3 | 5.5 |
| | | EMPLOYEE PAID | | 391.1 | 79.1 | 20.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMPLOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 3006 | VA | Gr Richmond Transit Comp | 173 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2876.3 | 20.1 | 26.8 | 22.9 | 2.2 | 0.4 | 2.7 | 2.1 | 3.0 | 18.1 | 0.0 | 1.8 | 0.0 |
| | | EMPLOYEE PAID | | 1173.9 | 48.0 | 40.9 | 7.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3004 | VA | Hampton-Pentran | 101 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1052.3 | 20.0 | 17.4 | 21.9 | 3.7 | 0.0 | 0.0 | 6.2 | 9.8 | 17.3 | 2.5 | 0.0 | 1.2 |
| | | EMPLOYEE PAID | | 353.9 | 59.8 | 28.5 | 11.3 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0002 | WA | Spokane Transit Authority | 124 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3135.6 | 15.4 | 12.0 | 22.2 | 0.6 | 1.4 | 0.0 | 5.2 | 10.5 | 21.3 | 2.3 | 2.0 | 7.0 |
| | | EMPLOYEE PAID | | 691.1 | 66.5 | 32.5 | 0.0 | 0.2 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | 183 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3936.1 | 5.8 | 23.5 | 23.5 | 0.6 | 0.0 | 1.2 | 7.2 | 9.4 | 26.1 | 0.4 | 1.9 | 0.3 |
| | | EMPLOYEE PAID | | 935.4 | 22.9 | 73.1 | 1.3 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5005 | WI | Madison Metro | 226 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3470.4 | 15.7 | 25.9 | 17.1 | 0.2 | 6.2 | 0.3 | 5.1 | 7.2 | 18.5 | 0.0 | 1.4 | 2.4 |
| | | EMPLOYEE PAID | | 604.0 | 86.2 | 0.0 | 0.0 | 9.8 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | 67 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2173.3 | 14.3 | 38.2 | 14.9 | 1.0 | 0.0 | 0.5 | 0.0 | 0.0 | 31.1 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 538.2 | 55.2 | 44.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6033 | AR | Little Rock-Metroplan | 51 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 696.5 | 23.7 | 0.0 | 17.1 | 2.5 | 0.0 | 5.2 | 8.0 | 9.6 | 30.5 | 0.7 | 2.3 | 0.4 |
| | | EMPLOYEE PAID | | 208.9 | 75.5 | 0.0 | 24.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9078 | CA | Central Contra Costa TS | 58 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 826.8 | 0.0 | 34.4 | 25.6 | 1.4 | 0.0 | 0.0 | 12.7 | 5.2 | 12.9 | 5.3 | 2.0 | 0.5 |
| | | EMPLOYEE PAID | | 98.4 | 0.0 | 71.4 | 28.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | 76 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1924.6 | 0.2 | 34.7 | 19.6 | 0.3 | 0.2 | 0.0 | 10.2 | 9.4 | 14.8 | 5.2 | 0.9 | 4.6 |
| | | EMPLOYEE PAID | | 381.4 | 1.0 | 99.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 9030 | CA | N San Diego Transit Dev | 92 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2960.5 | 13.0 | 19.9 | 21.8 | 0.4 | 0.0 | 0.5 | 13.9 | 5.5 | 22.0 | 0.5 | 1.9 | 0.6 |
| | | EMPLOYEE PAID | | 855.3 | 43.2 | 49.0 | 6.4 | 1.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | 71 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 910.6 | 0.0 | 17.4 | 24.4 | 1.3 | 0.5 | 2.2 | 16.2 | 9.6 | 25.6 | 0.6 | 1.7 | 0.5 |
| | | EMPLOYEE PAID | | 182.2 | 0.0 | 76.3 | 14.4 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | 59 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2274.6 | 0.0 | 18.2 | 18.1 | 0.4 | 1.6 | 0.8 | 17.5 | 10.5 | 27.4 | 1.5 | 2.3 | 1.8 |
| | | EMPLOYEE PAID | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | 95 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1848.6 | 0.0 | 34.2 | 20.4 | 0.0 | 0.0 | 0.0 | 10.6 | 7.1 | 25.0 | 0.1 | 2.1 | 0.5 |
| | | EMPLOYEE PAID | | 235.2 | 0.0 | 98.2 | 1.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | 50 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 996.8 | 16.2 | 18.1 | 22.1 | 0.7 | 0.0 | 2.4 | 9.2 | 6.6 | 23.0 | 0.8 | 0.9 | 0.0 |
| | | EMPLOYEE PAID | | 266.1 | 58.0 | 42.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8005 | CO | Colorado Springs Transit | 61 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 754.1 | 19.0 | 15.1 | 23.5 | 1.3 | 1.6 | 3.3 | 5.7 | 7.0 | 20.0 | 0.1 | 2.2 | 1.3 |
| | | EMPLOYEE PAID | | 151.6 | 90.6 | 0.0 | 7.5 | 0.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1050 | CT | Greater Bridgeport TD | 55 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1218.2 | 17.7 | 16.1 | 22.2 | 1.9 | 2.0 | 1.4 | 9.5 | 3.0 | 23.5 | 1.2 | 0.0 | 1.4 |
| | | EMPLOYEE PAID | | 210.4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1017 | CT | Greater Hartford TD | 66 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 170.0 | 28.0 | 19.5 | 37.3 | 2.3 | 0.0 | 4.0 | 7.5 | 0.3 | 0.9 | 0.0 | 0.0 | 0.3 |
| | | EMPLOYEE PAID | | 46.5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4035 | FL | Orlando TCT | 72 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 858.3 | 25.3 | 6.2 | 17.2 | 0.0 | 0.0 | 2.3 | 10.2 | 5.3 | 27.5 | 0.1 | 2.9 | 3.2 |
| | | EMPLOYEE PAID | | 313.2 | 69.5 | 7.9 | 22.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | 65 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1026.4 | 18.2 | 28.7 | 11.5 | 1.2 | 1.1 | 0.1 | 4.3 | 8.7 | 22.5 | 0.2 | 2.7 | 0.9 |
| | | EMPLOYEE PAID | | 236.2 | 75.5 | 0.0 | 23.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4039 | FL | St. Petersburg MuTSys | 59 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1141.0 | 17.2 | 16.8 | 12.2 | 0.9 | 0.0 | 0.0 | 1.3 | 23.2 | 18.8 | 0.9 | 0.7 | 7.9 |
| | | EMPLOYEE PAID | | 311.1 | 63.1 | 19.4 | 14.3 | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7010 | IA | Des Moines MTA | 94 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1290.7 | 20.5 | 14.9 | 32.0 | 1.4 | 1.3 | 0.0 | 5.4 | 0.0 | 23.0 | 0.0 | 1.6 | 0.0 |
| | | EMPLOYEE PAID | | 459.7 | 56.2 | 27.5 | 16.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5056 | IL | Greater Peoria Mass TD | 51 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 872.3 | 16.7 | 19.4 | 24.6 | 1.0 | 1.1 | 0.2 | 10.6 | 1.4 | 22.8 | 0.6 | 1.4 | 0.1 |
| | | EMPLOYEE PAID | | 235.7 | 59.3 | 40.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5058 | IL | Rockford MTD | 51 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 683.2 | 17.7 | 12.0 | 22.2 | 2.2 | 2.1 | 2.6 | 6.6 | 5.1 | 26.7 | 0.2 | 2.5 | 0.1 |
| | | EMPLOYEE PAID | | 131.7 | 89.2 | 0.0 | 10.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | 54 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1441.0 | 18.6 | 4.4 | 44.2 | 1.8 | 1.5 | 4.5 | 2.8 | 0.0 | 19.8 | 1.1 | 0.9 | 0.4 |
| | | EMPLOYEE PAID | | 265.0 | 96.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5086 | IL | Transit Mgmt of Wst Towns | 78 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2236.7 | 17.1 | 0.0 | 41.6 | 1.3 | 0.0 | 2.4 | 7.6 | 3.8 | 24.0 | 0.7 | 1.3 | 0.1 |
| | | EMPLOYEE PAID | | 366.7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5044 | IN | Fort Wayne PTC | 54 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1017.2 | 17.7 | 21.5 | 0.0 | 26.0 | 0.2 | 1.2 | 2.1 | 7.5 | 19.1 | 3.5 | 1.1 | 0.0 |
| | | EMPLOYEE PAID | | 254.0 | 67.6 | 32.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5052 | IN | South Bend PTC | 52 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 845.5 | 23.2 | 7.6 | 21.9 | 2.0 | 3.7 | 1.4 | 2.5 | 0.7 | 34.8 | 0.0 | 1.8 | 0.4 |
| | | EMPLOYEE PAID | | 339.3 | 55.3 | 16.2 | 28.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4019 | KY | Ft Wright-TA No Kentucky | 86 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1102.0 | 22.3 | 6.7 | 30.6 | 1.1 | 3.2 | 1.8 | 6.3 | 1.6 | 24.8 | 0.1 | 1.6 | 0.0 |
| | | EMPLOYEE PAID | | 346.9 | 69.4 | 30.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4017 | KY | Lexington-LEXTRAN | 55 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 548.7 | 23.0 | 7.3 | 15.4 | 1.6 | 0.0 | 2.7 | 12.6 | 3.9 | 30.1 | 0.6 | 2.5 | 0.4 |
| | | EMPLOYEE PAID | | 212.9 | 57.6 | 18.7 | 13.0 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

### EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6022 | LA | Baton Rouge-Cap Transp Co | 62 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 750.2 | 20.7 | 6.1 | 16.9 | 0.8 | 0.0 | 4.4 | 8.7 | 11.9 | 27.1 | 0.4 | 3.0 | 0.0 |
| | | EMPLOYEE PAID | | 333.8 | 46.5 | 13.7 | 37.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1004 | MA | Brockton Area TA | 64 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1309.4 | 14.5 | 11.3 | 27.2 | 0.6 | 0.9 | 3.1 | 8.7 | 5.9 | 20.5 | 2.9 | 4.0 | 0.4 |
| | | EMPLOYEE PAID | | 261.2 | 72.7 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1006 | MA | New Bedford SERTA | 81 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1104.1 | 20.3 | 13.3 | 24.6 | 1.1 | 1.7 | 4.7 | 6.2 | 2.0 | 23.6 | 0.1 | 1.4 | 0.9 |
| | | EMPLOYEE PAID | | 218.2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1089 P | MA | Springfield Transit Mgmt | 74 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1188.9 | 20.3 | 9.5 | 28.5 | 1.2 | 2.0 | 4.9 | 7.5 | 0.1 | 24.7 | 0.4 | 1.0 | 0.0 |
| | | EMPLOYEE PAID | | 347.3 | 67.8 | 16.7 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1014 | MA | Worcester RTA | 91 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1362.4 | 16.5 | 12.3 | 28.5 | 1.9 | 1.8 | 2.6 | 7.5 | 2.9 | 22.9 | 1.2 | 1.7 | 0.3 |
| | | EMPLOYEE PAID | | 459.1 | 47.6 | 29.2 | 23.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5029 | MI | Bay City-Bay Metro Transp | 51 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 618.6 | 17.7 | 9.7 | 26.8 | 1.0 | 0.9 | 6.4 | 2.2 | 8.6 | 17.9 | 6.4 | 2.0 | 0.2 |
| | | EMPLOYEE PAID | | 102.9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5032 | MI | Flint-MTA | 61 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1063.1 | 17.3 | 13.1 | 24.0 | 0.7 | 2.3 | 11.5 | 10.0 | 0.4 | 17.5 | 0.0 | 1.7 | 1.5 |
| | | EMPLOYEE PAID | | 181.2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | 77 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1466.8 | 17.4 | 8.9 | 22.6 | 6.1 | 0.0 | 2.9 | 11.5 | 0.0 | 20.5 | 0.0 | 0.0 | 10.2 |
| | | EMPLOYEE PAID | | 330.1 | 75.2 | 24.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | 53 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1442.4 | 18.0 | 20.8 | 25.7 | 0.8 | 1.3 | 2.6 | -4.1 | 7.7 | 25.2 | 1.7 | 0.0 | 0.4 |
| | | EMPLOYEE PAID | | 466.2 | 55.6 | 41.4 | 2.6 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5025 | MN | Duluth TA | 71 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1500.2 | 15.6 | 24.7 | 19.3 | 0.4 | 0.0 | 0.1 | 3.1 | 9.8 | 26.1 | 0.0 | 0.8 | 0.0 |
| | | EMPLOYEE PAID | | 234.1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4007 | NC | Raleigh-N.C. Transit Div | 51 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 423.8 | 26.3 | 10.0 | 18.0 | 0.0 | 0.0 | 1.5 | 5.5 | 7.0 | 28.1 | 1.6 | 1.8 | 0.3 |
| | | EMPLOYEE PAID | | 189.8 | 55.9 | 23.6 | 20.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4012 | NC | Winston-Salem TA | 64 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 431.3 | 22.9 | 6.7 | 18.8 | 1.8 | 1.4 | 6.3 | 3.5 | 9.6 | 24.8 | 0.0 | 4.0 | 0.2 |
| | | EMPLOYEE PAID | | 98.6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2092 P | NJ | Bergenfield-Rockland TC | 68 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1352.5 | 21.8 | 7.3 | 19.4 | 1.8 | 4.0 | 2.5 | 13.1 | 1.0 | 28.9 | 0.0 | 0.0 | 0.2 |
| | | EMPLOYEE PAID | | 387.2 | 72.7 | 25.6 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2075 | NJ | Lindenwold-PATCO | 94 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3838.0 | 15.5 | 25.0 | 18.8 | 1.6 | 0.0 | 0.4 | 2.3 | 6.9 | 24.9 | 0.9 | 1.5 | 2.2 |
| | | EMPLOYEE PAID | | 785.2 | 72.7 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6019 | NM | Albuquerque-Sun-Tran | 94 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 926.2 | 21.1 | 17.2 | 11.7 | 3.1 | 0.0 | 6.8 | 0.7 | 10.7 | 16.8 | 6.1 | 5.6 | 0.3 |
| | | EMPLOYEE PAID | | 389.5 | 50.1 | 40.9 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2073 | NY | Brooklyn-Command Bus Co | 81 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1429.8 | 25.9 | 17.2 | 25.6 | 0.9 | 0.0 | 4.6 | 7.6 | 0.0 | 16.8 | 0.0 | 1.3 | 0.0 |
| | | EMPLOYEE PAID | | 438.2 | 80.9 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2012 P | NY | Mountain View Coach Lines | 65 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 625.7 | 35.0 | 1.8 | 26.0 | 1.5 | 0.8 | 10.5 | 6.1 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 222.3 | 96.7 | 3.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2039 | NY | New York-Jamaica Bus | 96 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 3526.5 | 16.7 | 23.4 | 16.7 | 1.7 | 2.5 | 1.6 | 4.0 | 4.8 | 24.6 | 2.7 | 1.4 | -0.1 |
| | | EMPLOYEE PAID | | 778.8 | 72.4 | 27.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6017 | OK | Central Oklahoma PTA | 84 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1130.8 | 24.0 | 4.2 | 24.3 | 1.5 | 1.2 | 1.8 | 6.5 | 6.2 | 23.3 | 0.3 | 4.3 | 2.4 |
| | | EMPLOYEE PAID | | 310.7 | 84.8 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6018 | OK | Metropolitan Tulsa TA | 87 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1108.3 | 21.6 | 12.7 | 19.6 | 2.9 | 1.1 | 0.2 | 15.0 | 5.0 | 19.1 | 0.3 | 2.1 | 0.4 |
| | | EMPLOYEE PAID | | 337.0 | 69.4 | 10.8 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0007 | OR | Eugene-Lane County MTD | 62 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1541.7 | 17.6 | 9.8 | 23.7 | 0.7 | 1.1 | 1.3 | 7.3 | 4.9 | 29.9 | 0.4 | 3.4 | 0.0 |
| | | EMPLOYEE PAID | | 285.9 | 91.5 | 0.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3010 | PA | Allentown-LANTA | 59 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 974.8 | 19.5 | 15.1 | 26.5 | 1.6 | 4.1 | 0.2 | 2.8 | 0.7 | 28.5 | 0.5 | 0.4 | 0.0 |
| | | EMPLOYEE PAID | | 223.9 | 83.2 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3013 | PA | Erie MTA | 59 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 879.5 | 19.4 | 10.7 | 26.4 | 3.9 | 0.0 | 4.5 | 4.0 | 8.0 | 21.6 | 0.0 | 1.5 | 0.0 |
| | | EMPLOYEE PAID | | 325.9 | 50.9 | 18.2 | 30.5 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3014 | PA | Harrisburg-CAT | 66 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1032.2 | 19.6 | 10.0 | 20.9 | 1.6 | 3.9 | 0.0 | 3.9 | 5.0 | 29.6 | 0.2 | 2.2 | 3.0 |
| | | EMPLOYEE PAID | | 285.6 | 69.5 | 14.4 | 16.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3024 | PA | Reading-BARTA | 63 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 838.9 | 21.5 | 20.3 | 14.8 | 6.4 | 0.0 | 6.4 | 0.5 | 3.5 | 25.4 | 0.0 | 1.2 | 0.0 |
| | | EMPLOYEE PAID | | 189.1 | 92.1 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4061 P | SC | Charleston-SCE&G Co. | 53 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 816.6 | 13.9 | 29.8 | 13.5 | 0.0 | 0.0 | 1.5 | 1.0 | 4.7 | 21.4 | 2.0 | 1.6 | 10.5 |
| | | EMPLOYEE PAID | | 108.9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4001 | TN | Chattanooga Area RTA | 77 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 845.5 | 19.2 | 17.0 | 31.9 | 2.2 | 0.0 | 1.6 | 3.7 | 1.8 | 20.6 | 0.3 | 1.7 | 0.0 |
| | | EMPLOYEE PAID | | 299.4 | 52.2 | 31.2 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4002 | TN | Knoxville Trans Auth | 57 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1087.7 | 18.9 | 7.2 | 28.5 | 2.3 | 4.0 | 2.2 | 6.3 | 6.1 | 21.4 | 0.0 | 3.1 | 0.0 |
| | | EMPLOYEE PAID | | 245.9 | 75.7 | 23.4 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6002 | TX | Austin TS | 93 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1172.0 | 25.1 | 7.4 | 13.8 | 1.6 | 0.0 | 3.2 | 18.8 | 6.2 | 20.5 | 0.0 | 3.5 | 0.0 |
| | | EMPLOYEE PAID | | 462.6 | 61.6 | 18.7 | 19.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6003 | TX | Corpus Christi TS | 51 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 529.7 | 21.3 | 23.7 | 14.9 | 0.0 | 0.0 | 0.5 | 8.1 | 11.4 | 20.0 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 232.3 | 48.5 | 35.3 | 16.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 0020 | WA | Kitsap County Transit | 70 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 502.9 | 21.3 | 15.4 | 21.4 | 0.2 | 0.8 | 0.0 | 8.1 | 0.0 | 29.9 | 0.0 | 3.0 | 0.0 |
| | | EMPLOYEE PAID | | 126.5 | 78.2 | 21.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0029 | WA | Lynnwood-Comm. Transit | 53 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1133.9 | 17.9 | 17.8 | 20.3 | 0.3 | 0.0 | 0.4 | 9.3 | 9.7 | 22.2 | 0.0 | 2.1 | 0.0 |
| | | EMPLOYEE PAID | | 376.8 | 51.4 | 40.5 | 7.8 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | 72 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 629.8 | 17.1 | 17.3 | 25.0 | 0.6 | 2.5 | 1.1 | 6.2 | 1.4 | 26.4 | 0.4 | 2.0 | 0.0 |
| | | EMPLOYEE PAID | | 214.7 | 50.1 | 37.9 | 11.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | 61 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 899.0 | 16.6 | 17.2 | 19.0 | 0.4 | 0.0 | 4.5 | 6.0 | 9.8 | 19.7 | 0.4 | 1.3 | 5.2 |
| | | EMPLOYEE PAID | | 257.1 | 55.4 | 44.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | 50 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 910.7 | 22.8 | 12.4 | 20.8 | 0.0 | 0.0 | 5.7 | 19.4 | 0.0 | 16.3 | 0.0 | 1.9 | 0.8 |
| | | EMPLOYEE PAID | | 400.1 | 49.8 | 25.6 | 24.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | 36 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 845.1 | 13.1 | 29.6 | 28.8 | 1.2 | 0.0 | 0.4 | 4.1 | 5.9 | 14.7 | 0.2 | 2.0 | 0.0 |
| | | EMPLOYEE PAID | | 182.0 | 57.1 | 40.8 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4044 | AL | Montgomery Area TS | 30 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 304.6 | 23.4 | 8.2 | 16.0 | 1.8 | 0.0 | 2.4 | 5.5 | 6.9 | 29.6 | 0.0 | 6.3 | 0.0 |
| | | EMPLOYEE PAID | | 117.0 | 58.3 | 21.4 | 20.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | 38 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 766.0 | 26.2 | 2.8 | 23.4 | 0.3 | 0.0 | 2.2 | 10.5 | 13.9 | 18.4 | 0.2 | 2.0 | 0.1 |
| | | EMPLOYEE PAID | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9010 | CA | City of Torrance TS | 30 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1010.4 | 10.4 | 28.6 | 17.3 | 0.0 | 0.0 | 1.6 | 4.6 | 8.4 | 20.8 | 5.6 | 2.6 | 0.0 |
| | | EMPLOYEE PAID | | 234.2 | 44.0 | 47.4 | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9042 | CA | Gardena-Municipal Bus | 40 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 754.2 | 0.0 | 42.7 | 18.9 | 1.2 | 0.0 | 0.2 | 1.8 | 13.7 | 19.8 | 0.0 | 1.7 | 0.0 |
| | | EMPLOYEE PAID | | 16.1 | 0.0 | 14.3 | 0.0 | 19.4 | 66.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | 31 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 777.2 | 16.3 | 27.8 | 22.8 | 0.0 | 0.0 | 2.2 | 11.2 | 0.0 | 17.8 | 0.0 | 1.8 | 0.0 |
| | | EMPLOYEE PAID | | 161.5 | 70.5 | 21.0 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | 40 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 589.6 | 32.3 | 0.0 | 18.5 | 1.1 | 0.0 | 0.0 | 0.1 | 14.1 | 32.1 | 0.0 | 1.3 | 0.3 |
| | | EMPLOYEE PAID | | 179.8 | 82.5 | 0.0 | 16.3 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | 49 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1427.8 | 15.8 | 17.8 | 22.6 | 0.7 | 0.0 | 0.0 | 9.4 | 6.9 | 25.1 | 0.7 | 1.0 | 0.0 |
| | | EMPLOYEE PAID | | 279.1 | 81.0 | 12.0 | 2.0 | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1068 P | CT | Waterbury-Northeast Trans | 33 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 452.9 | 18.5 | 18.1 | 24.9 | 0.9 | 0.0 | 3.5 | 10.2 | 0.8 | 20.4 | 0.0 | 2.0 | 0.6 |
| | | EMPLOYEE PAID | | 80.2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | 36 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 79.3 | 20.0 | 12.0 | 17.2 | 0.7 | 2.0 | 0.0 | 7.6 | 8.8 | 27.9 | 0.1 | 3.6 | 0.0 |
| | | EMPLOYEE PAID | | 20.8 | 74.5 | 7.8 | 15.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | 30 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 179.6 | 29.3 | 46.4 | 19.7 | 3.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.2 |
| | | EMPLOYEE PAID | | 50.9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4030 | FL | Gainesville-RTS | 35 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 318.7 | 13.2 | 17.6 | 11.7 | 3.0 | 0.0 | 0.0 | 15.6 | 5.0 | 29.9 | 1.6 | 1.3 | 1.0 |
| | | EMPLOYEE PAID | | 68.3 | 59.6 | 0.0 | 36.9 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | 27 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 331.9 | 23.1 | 4.8 | 23.5 | 2.0 | 0.0 | 4.4 | 10.2 | 10.7 | 18.6 | 0.5 | 2.2 | 0.0 |
| | | EMPLOYEE PAID | | 103.2 | 74.0 | 15.4 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4036 | FL | Tallahassee-TALTRAN | 44 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 433.2 | 4.6 | 43.2 | 13.8 | 0.0 | 0.0 | 0.0 | 1.6 | 9.6 | 21.5 | 0.3 | 2.1 | 3.2 |
| | | EMPLOYEE PAID | | 135.0 | 14.7 | 63.1 | 20.8 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 4037 | FL | W Plm Bch-Florida Transit | 49 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1018.7 | 17.7 | 16.7 | 24.3 | 0.0 | 0.0 | 3.2 | 8.7 | 1.6 | 23.9 | 0.7 | 1.8 | 1.3 |
| | | EMPLOYEE PAID | | 283.1 | 60.5 | 27.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4023 | GA | Augusta TD | 26 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 338.9 | 10.7 | 22.4 | 36.8 | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 | 23.9 | 0.0 | 0.0 | -3.1 |
| | | EMPLOYEE PAID | | 134.9 | 27.0 | 46.2 | 22.9 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4024 | GA | Columbus-METRA | 33 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 252.8 | 30.7 | 17.8 | 19.0 | 4.8 | 0.0 | 0.0 | 14.4 | 0.0 | 11.3 | 1.7 | 0.0 | 0.3 |
| | | EMPLOYEE PAID | | 122.6 | 63.4 | 36.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4025 | GA | Savannah TA | 39 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 624.5 | 25.5 | 4.7 | 25.4 | 0.8 | 0.0 | 0.0 | 3.0 | 6.5 | 31.0 | 0.5 | 2.2 | 0.3 |
| | | EMPLOYEE PAID | | 258.8 | 58.9 | 11.4 | 26.2 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7008 | IA | Cedar Rapids Bus Depart | 33 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 421.6 | 19.3 | 15.2 | 25.4 | 0.6 | 0.0 | 0.0 | 4.8 | 7.7 | 20.4 | 0.3 | 2.9 | 3.3 |
| | | EMPLOYEE PAID | | 125.1 | 62.2 | 32.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7012 | IA | Sioux City TS | 26 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 357.7 | 15.6 | 15.4 | 27.9 | 1.3 | 0.4 | 0.0 | 3.2 | 11.0 | 20.4 | 0.0 | 3.9 | 1.1 |
| | | EMPLOYEE PAID | | 80.9 | 56.2 | 43.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | 40 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 317.9 | 18.0 | 16.5 | 31.1 | 0.0 | 3.8 | 0.0 | 3.6 | 1.8 | 22.1 | 1.5 | 1.2 | 0.3 |
| | | EMPLOYEE PAID | | 88.8 | 62.1 | 37.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0011 | ID | Boise-Urban Stages | 27 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 371.9 | 16.8 | 16.9 | 13.6 | 0.7 | 1.4 | 7.1 | 9.7 | 6.2 | 24.3 | 0.4 | 2.9 | 0.1 |
| | | EMPLOYEE PAID | | 74.5 | 81.0 | 0.0 | 18.9 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | 40 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 663.6 | 23.6 | 12.7 | 15.6 | 0.7 | 0.7 | 4.8 | 8.0 | 3.1 | 24.0 | 1.4 | 1.6 | 3.9 |
| | | EMPLOYEE PAID | | 277.1 | 56.1 | 37.1 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5061 | IL | Decatur Public TS | 25 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 260.1 | 21.2 | 6.9 | 23.6 | 1.3 | 1.6 | 6.7 | 7.5 | 1.6 | 25.8 | 0.6 | 3.1 | 0.1 |
| | | EMPLOYEE PAID | | 80.5 | 67.0 | 26.3 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 5075 | IL | Joliet Mass TD | 42 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 568.0 | 20.0 | 9.8 | 35.0 | 0.0 | 0.0 | 8.0 | 5.5 | 0.0 | 21.1 | 0.0 | 0.1 | 0.4 |
| | | EMPLOYEE PAID | | 159.7 | 68.2 | 23.8 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5057 | IL | Rock Island County MTD | 32 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 567.4 | 20.5 | 14.5 | 18.7 | 0.9 | 0.0 | 5.2 | 5.5 | 6.8 | 22.3 | 0.2 | 3.5 | 1.9 |
| | | EMPLOYEE PAID | | 165.4 | 53.6 | 35.9 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5059 | IL | Springfield MTD | 39 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 649.7 | 19.4 | 16.0 | 22.2 | 0.0 | 0.0 | 1.0 | 4.7 | 6.1 | 28.0 | 0.2 | 1.9 | 0.4 |
| | | EMPLOYEE PAID | | 225.5 | 54.2 | 36.3 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | 28 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 635.6 | 17.2 | 6.4 | 38.8 | 0.0 | 0.0 | 7.0 | 8.1 | 0.0 | 20.6 | 0.1 | 1.6 | 0.2 |
| | | EMPLOYEE PAID | | 164.6 | 63.7 | 36.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5045 | IN | Gary PTC | 26 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 671.1 | 25.7 | 7.1 | 33.3 | 0.0 | 0.0 | 6.8 | 1.9 | 0.0 | 23.0 | 0.0 | 1.9 | 0.4 |
| | | EMPLOYEE PAID | | 213.6 | 77.2 | 13.8 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | 49 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 896.5 | 14.3 | 27.8 | 26.1 | 0.2 | 0.0 | 1.5 | 3.7 | 7.1 | 19.1 | 0.1 | 0.2 | 0.0 |
| | | EMPLOYEE PAID | | 144.9 | 88.3 | 8.5 | 2.9 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | 27 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 503.9 | 19.8 | 8.2 | 35.0 | 2.9 | 0.7 | 2.8 | 7.4 | 0.0 | 22.7 | 0.1 | 0.0 | 0.4 |
| | | EMPLOYEE PAID | | 134.1 | 71.1 | 16.0 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6024 | LA | Shreveport Area TS | 45 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 967.3 | 17.8 | 23.8 | 20.8 | 1.2 | 1.5 | 2.2 | 5.4 | 2.5 | 18.4 | 4.2 | 1.6 | 0.6 |
| | | EMPLOYEE PAID | | 459.6 | 35.8 | 40.0 | 22.2 | 1.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1005 | MA | Lowell RTA | 37 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 263.9 | 20.0 | 3.3 | 32.7 | 0.0 | 0.0 | 4.6 | 12.5 | 0.0 | 17.1 | 0.0 | 2.6 | 7.1 |
| | | EMPLOYEE PAID | | 51.6 | 98.1 | 0.0 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1016 | ME | Gr Portland Transit Dist | 38 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 577.2 | 20.1 | 3.4 | 14.9 | 0.5 | 1.1 | 1.7 | 21.4 | 5.8 | 28.4 | 0.4 | 1.4 | 0.9 |
| | | EMPLOYEE PAID | | 167.1 | 69.4 | 11.5 | 19.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5035 | MI | Kalamazoo Metro TS | 39 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 837.0 | 13.7 | 17.1 | 23.9 | 0.7 | 0.1 | 0.7 | 11.9 | 5.9 | 16.7 | 0.3 | 3.3 | 5.7 |
| | | EMPLOYEE PAID | | 185.7 | 61.9 | 38.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5039 | MI | Saginaw TS | 36 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 239.2 | 22.1 | 3.0 | 16.8 | 0.6 | 0.0 | 17.7 | 27.4 | 0.0 | 10.5 | 0.0 | 1.9 | 0.0 |
| | | EMPLOYEE PAID | | 57.3 | 81.6 | 0.0 | 18.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4015 | MS | Jackson-JATRAN | 38 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 432.0 | 22.7 | 0.0 | 24.2 | 1.2 | 2.3 | 4.5 | 8.6 | 8.5 | 25.1 | 0.0 | 3.0 | 0.0 |
| | | EMPLOYEE PAID | | 119.4 | 79.2 | 0.0 | 20.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4051 | NC | Chapel Hill Transit | 33 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 407.6 | 19.0 | 22.8 | 13.9 | 0.8 | 0.7 | 1.6 | 3.1 | 10.5 | 27.5 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 155.5 | 48.1 | 40.5 | 11.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1002 | NH | Manchester TA | 32 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 430.8 | 23.2 | 10.2 | 18.1 | 2.0 | 0.0 | 2.1 | 9.6 | 7.0 | 23.8 | 0.0 | 4.0 | 0.0 |
| | | EMPLOYEE PAID | | 168.0 | 56.6 | 23.5 | 16.9 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9001 | NV | Reno-RTC of Washoe | 30 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 495.5 | 23.9 | 0.0 | 16.8 | 1.5 | 0.0 | 8.2 | 11.9 | 3.6 | 24.1 | 0.0 | 3.0 | 6.9 |
| | | EMPLOYEE PAID | | 127.6 | 90.6 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2003 | NY | Broome Cnty Pub Trans | 45 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 691.3 | 15.9 | 22.8 | 24.1 | 0.2 | 0.0 | 1.4 | 3.2 | 6.1 | 22.8 | 0.5 | 2.9 | 0.0 |
| | | EMPLOYEE PAID | | 131.6 | 77.3 | 20.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2099 | NY | Staten Island Rapid Trans | 36 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 2998.1 | 45.6 | 0.0 | 18.6 | 0.0 | 6.4 | 5.2 | 0.0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | EMPLOYEE PAID | | 689.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2021 | NY | Utica TA | 34 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 595.7 | 17.5 | 12.7 | 21.9 | 1.6 | 1.1 | 4.9 | 9.1 | 5.5 | 20.3 | 0.2 | 4.3 | 1.0 |
| | | EMPLOYEE PAID | | 150.8 | 65.6 | 34.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5011 | OH | Canton RTA | 39 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 868.9 | 30.7 | 0.0 | 34.5 | 1.3 | 2.0 | 0.2 | 11.1 | 0.0 | 19.0 | 0.0 | 1.4 | 0.0 |
| | | EMPLOYEE PAID | | 162.5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5024 | OH | Youngstown-Western Res | 38 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 1082.7 | 24.8 | 1.2 | 21.1 | 0.5 | 0.0 | 0.2 | 19.4 | 7.8 | 19.1 | 0.6 | 2.0 | 3.3 |
| | | EMPLOYEE PAID | | 163.5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0025 | OR | Salem Area MTD | 44 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 725.2 | 19.5 | 2.9 | 32.5 | 0.0 | 0.0 | 4.4 | 11.9 | 6.7 | 16.8 | 0.2 | 4.1 | 1.0 |
| | | EMPLOYEE PAID | | 163.3 | 84.7 | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3011 | PA | Altoona-Amtran | 25 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 303.0 | 16.6 | 9.1 | 22.4 | 2.7 | 2.2 | 0.3 | 8.5 | 13.8 | 19.5 | 2.7 | 1.1 | 1.2 |
| | | EMPLOYEE PAID | | 48.3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | 45 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 867.1 | 19.7 | 9.0 | 32.3 | 0.9 | 1.1 | 5.2 | 3.1 | 0.5 | 25.9 | 0.4 | 1.8 | 0.0 |
| | | EMPLOYEE PAID | | 215.0 | 77.8 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3018 | PA | Lancaster-Red Rose TA | 30 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 446.8 | 20.2 | 13.9 | 20.8 | 1.9 | 2.1 | 10.5 | 0.9 | 2.2 | 26.2 | 0.2 | 0.9 | 0.2 |
| | | EMPLOYEE PAID | | 116.6 | 77.2 | 22.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3025 | PA | Scranton-Lackawanna TA | 26 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 766.7 | 14.4 | 9.6 | 26.3 | 1.1 | 1.9 | 4.1 | 15.7 | 3.5 | 20.4 | 1.7 | 1.0 | 0.3 |
| | | EMPLOYEE PAID | | 121.7 | 88.6 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4053 | SC | Greenville TA | 28 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 105.2 | 35.6 | 11.0 | 20.6 | 0.0 | 0.0 | 13.2 | 5.5 | 0.0 | 0.0 | 0.0 | 7.5 | 6.5 |
| | | EMPLOYEE PAID | | 30.4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3007 | VA | Gr. Roanoke Transit Co. | 25 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 319.0 | 22.7 | 9.6 | 20.4 | 2.5 | 0.1 | 7.3 | 4.8 | 1.3 | 27.6 | 0.2 | 3.5 | 0.1 |
| | | EMPLOYEE PAID | | 131.6 | 54.3 | 23.6 | 19.1 | 2.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0005 | WA | City of Everett Trans. | 35 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 597.3 | 17.8 | 18.4 | 26.2 | 1.4 | 0.0 | 0.0 | 0.7 | 8.7 | 25.1 | 0.0 | 1.8 | 0.0 |
| | | EMPLOYEE PAID | | 183.0 | 55.7 | 44.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0019 | WA | Olympia-Intercity Transit | 30 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 681.6 | 0.0 | 25.3 | 30.7 | 0.6 | 0.0 | 0.8 | 6.1 | 10.9 | 24.1 | 0.0 | 1.6 | 0.0 |
| | | EMPLOYEE PAID | | 156.1 | 0.0 | 99.0 | 0.1 | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 5001 | WI | Appleton-Valley Transit | 32 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 459.8 | 16.5 | 26.2 | 25.9 | 0.6 | 0.0 | 1.5 | 4.5 | 4.0 | 19.7 | 0.0 | 0.9 | 0.2 |
| | | EMPLOYEE PAID | | 88.2 | 82.4 | 5.5 | 8.4 | 0.0 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5006 | WI | Belle Urban System | 40 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 574.1 | 16.9 | 18.6 | 29.4 | 1.4 | 0.0 | 4.6 | 4.0 | 2.2 | 16.9 | 4.8 | 0.9 | 0.3 |
| | | EMPLOYEE PAID | | 92.7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5003 | WI | Kenosha Transit Comm | 28 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 394.8 | 16.3 | 26.6 | 31.1 | 1.0 | 0.2 | 0.0 | 0.8 | 4.4 | 14.4 | 0.7 | 0.7 | 3.8 |
| | | EMPLOYEE PAID | | 64.4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5004 | WI | La Crosse Municipal TU | 28 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 354.4 | 17.4 | 28.1 | 20.6 | 0.9 | 0.0 | 0.6 | 3.8 | 7.9 | 20.2 | 0.1 | 0.3 | 0.1 |
| | | EMPLOYEE PAID | | 62.9 | 92.6 | 0.0 | 6.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 9022 | CA | Norwalk TS | 19 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 509.6 | 0.0 | 37.8 | 19.6 | 1.2 | 3.3 | 0.0 | 4.3 | 10.0 | 21.6 | 0.6 | 1.1 | 0.4 |
| | | EMPLOYEE PAID | | 5.8 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | 22 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 699.5 | 0.0 | 20.3 | 21.3 | 0.6 | 0.0 | 1.4 | 17.9 | 10.3 | 18.5 | 5.3 | 2.5 | 1.9 |
| | | EMPLOYEE PAID | | 87.0 | 0.0 | 93.4 | 5.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | 24 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 453.3 | 0.0 | 18.4 | 35.4 | 0.9 | 0.0 | 4.3 | 20.1 | 4.3 | 16.3 | 0.0 | 0.0 | 0.2 |
| | | EMPLOYEE PAID | | 12.5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1056 P | CT | Stamford-Conn Transit | 20 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 485.8 | 21.5 | 18.9 | 23.4 | 0.8 | 2.2 | 2.8 | 0.7 | 1.9 | 25.1 | 0.0 | 2.1 | 0.4 |
| | | EMPLOYEE PAID | | 170.6 | 62.7 | 33.8 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | 18 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 266.8 | 23.9 | 5.9 | 13.5 | 1.2 | 2.4 | 3.4 | 14.2 | 6.0 | 22.7 | 0.0 | 6.8 | 0.0 |
| | | EMPLOYEE PAID | | 103.4 | 59.2 | 15.2 | 25.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.10 as of 06/02/86 — continued

**EMPLOYER AND EMPLOYEE PAID FRINGE BENEFITS: DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMP LOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4046 | FL | Sarasota Cnty Area Trans | 16 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 243.2 | 20.1 | 31.9 | 12.4 | 0.8 | 0.0 | 0.1 | 5.6 | 5.9 | 21.3 | 0.6 | 1.4 | 0.0 |
| | | EMPLOYEE PAID | | 46.9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4058 | GA | Rome TD | 20 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 179.9 | 20.7 | 16.7 | 27.5 | 0.0 | 0.0 | 1.0 | 4.9 | 7.5 | 18.4 | 1.9 | 1.4 | 0.0 |
| | | EMPLOYEE PAID | | 35.6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7011 | IA | City of Dubuque-Keyline | 22 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 306.0 | 16.1 | 13.0 | 25.3 | 2.9 | 0.0 | 0.4 | 7.7 | 8.2 | 21.2 | 3.3 | 1.6 | 0.1 |
| | | EMPLOYEE PAID | | 76.6 | 62.8 | 33.5 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5084 | IL | Transit Mgmt of Waukegan | 19 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 494.2 | 19.2 | 7.1 | 32.1 | 0.0 | 0.0 | 3.1 | 9.9 | 0.0 | 25.2 | 0.3 | 2.7 | 0.4 |
| | | EMPLOYEE PAID | | 90.8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5087 | IL | Wilmette Muni Bus System | 14 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 127.3 | 26.0 | 26.3 | 19.9 | 2.2 | 0.0 | 0.7 | 5.5 | 3.2 | 15.2 | 0.1 | 0.9 | 0.0 |
| | | EMPLOYEE PAID | | 54.8 | 58.9 | 35.4 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5054 | IN | Muncie Indiana PTC | 22 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 266.3 | 23.5 | 0.0 | 43.3 | 0.8 | 3.2 | 1.5 | 3.2 | 0.0 | 20.9 | 0.0 | 3.6 | 0.0 |
| | | EMPLOYEE PAID | | 59.8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6029 | LA | Gretna-Westside Transit | 22 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 539.9 | 15.8 | 14.6 | 21.2 | 4.9 | 2.1 | 4.0 | 11.2 | 7.7 | 15.7 | 0.0 | 2.4 | 0.5 |
| | | EMPLOYEE PAID | | 134.1 | 60.9 | 39.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4005 | NC | Asheville TA | 17 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 240.0 | 19.6 | 9.2 | 38.0 | 0.0 | 0.0 | 1.3 | 3.3 | 4.1 | 21.4 | 1.4 | 1.3 | 0.3 |
| | | EMPLOYEE PAID | | 67.3 | 67.0 | 33.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4009 | NC | Fayetteville Area Transit | 13 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 239.6 | 17.7 | 30.7 | 11.1 | 0.0 | 0.0 | 0.0 | 11.3 | 7.0 | 19.1 | 0.0 | 3.2 | 0.0 |
| | | EMPLOYEE PAID | | 79.5 | 53.2 | 46.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2109 P | NY | Yonkers-Airport Transp | 24 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 328.1 | 22.6 | 20.0 | 21.6 | 0.9 | 0.5 | 3.7 | 4.5 | 1.1 | 22.4 | 0.3 | 2.5 | 0.1 |
| | | EMPLOYEE PAID | | 92.2 | 76.3 | 0.0 | 22.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL PAID FRINGE BENEFITS $ IN THOUS | PERCENT DISTRIBUTION OF FRINGE BENEFITS BY OBJECT CLASS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FICA OR RAIL-ROAD RET | PEN-SION PLANS | HOSP MEDIC SURG DENT PLANS | LIFE INSUR PLANS | SHORT TERM DIS-ABILITY | UNEMPLOY INSUR | WORK-MENS COMP FEDER LIAB | SICK LEAVE | HOLI-DAY & VACA-TION | OTHER PAID AB-SENCE | UNI-FORM AND CLOTH | OTHER FRINGE BENE-FITS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | | |
| 6001 | TX | Amarillo Transit System | 14 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 172.6 | 21.5 | 16.3 | 9.9 | 0.2 | 0.0 | 2.7 | 15.8 | 15.3 | 11.8 | 4.7 | 1.7 | 0.0 |
| | | EMPLOYEE PAID | | 70.7 | 50.7 | 35.6 | 12.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1066 | VT | Chittenden County TA | 20 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 260.2 | 22.2 | 6.9 | 26.9 | 0.7 | 2.9 | 2.0 | 3.7 | 5.7 | 23.2 | 1.4 | 4.5 | 0.0 |
| | | EMPLOYEE PAID | | 66.2 | 83.9 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5002 | WI | Green Bay TS | 24 | | | | | | | | | | | | | |
| | | EMPLOYER PAID | | 632.1 | 14.2 | 23.1 | 23.8 | 1.0 | 0.0 | 1.3 | 8.9 | 8.9 | 17.5 | 0.4 | 0.9 | 0.0 |
| | | EMPLOYEE PAID | | 101.5 | 80.1 | 0.2 | 16.8 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.11 as of 06/02/86

## REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR IN-SPECTION AND MAINTE-NANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHAN-ICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 39795 | 24396 | 64191 | 2540180.0 | 5.0 | 9.0 | 0.0 | 14.0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 23237 | 0 | 23237 | 1698080.0 | 6.0 | 2.0 | 1.0 | 9.0 |
| | | | RR | 264 | 843 | 108 | 951 | 692095.0 | 2.0 | 0.0 | 1.0 | 3.0 |
| | | | TOTAL | 1699 | 24080 | 108 | 24188 | 2390175.0 | 8.0 | 2.0 | 2.0 | 12.0 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 14624 | 2239 | 16863 | 1482686.0 | 4.0 | 3.0 | 3.0 | 10.0 |
| | | | RR | 890 | 116 | 174 | 290 | 733547.0 | 11.0 | 0.0 | 0.0 | 11.0 |
| | | | DR | 40 | 532 | 0 | 532 | 19551.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 2798 | 15272 | 2413 | 17685 | 2235784.0 | 16.0 | 3.0 | 3.0 | 22.0 |
| 1003 | MA | Boston-MBTA | MB | 717 | 9748 | 0 | 9748 | 750880.0 | 5.0 | 2.0 | 0.0 | 7.0 |
| | | | RR | 301 | 2550 | 357 | 2907 | 399568.0 | 5.0 | 0.0 | 0.0 | 5.0 |
| | | | SC | 90 | 701 | 57 | 758 | 94224.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| | | | TB | 25 | 187 | 0 | 187 | 16640.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 1133 | 13186 | 414 | 13600 | 1261312.0 | 14.0 | 2.0 | 0.0 | 16.0 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | 9102 | 290 | 9392 | 1910536.0 | 16.0 | 0.0 | 0.0 | 16.0 |
| | | | SC | 16 | 4 | 0 | 4 | 46655.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | CR | 633 | 2600 | 350 | 2950 | 1555840.0 | 16.0 | 0.0 | 1.0 | 17.0 |
| | | | TOTAL | 2103 | 11706 | 640 | 12346 | 3513031.0 | 33.0 | 0.0 | 1.0 | 34.0 |
| 2008 | NY | New York CTA | MB | 3252 | 95276 | 27251 | 122527 | 7840165.0 | 14.0 | 7.0 | 0.0 | 21.0 |
| | | | RR | 4932 | 32895 | 30250 | 63145 | 11462352.0 | 0.0 | 1.0 | 10.0 | 11.0 |
| | | | TOTAL | 8184 | 128171 | 57501 | 185672 | 19302517.0 | 14.0 | 8.0 | 10.0 | 32.0 |
| 2100 | NY | New York-LIRR | CR | 1093 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 31367 | 9166 | 40533 | 1480610.0 | 4.7 | 2.7 | 0.6 | 8.0 |
| | | | RR | 286 | 5319 | 2693 | 8012 | 474754.0 | 2.0 | 0.9 | 0.0 | 2.9 |
| | | | SC | 186 | 3470 | 1986 | 5456 | 343599.0 | 1.0 | 0.2 | 0.4 | 1.6 |
| | | | TB | 69 | 1509 | 577 | 2086 | 72150.0 | 0.3 | 0.2 | 0.0 | 0.5 |
| | | | CR | 340 | 0 | 0 | 0 | 513875.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| | | | TOTAL | 1957 | 41665 | 14422 | 56087 | 2884988.0 | 10.0 | 4.0 | 1.0 | 15.0 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 9594 | 36713 | 46307 | 732800.0 | 3.0 | 2.0 | 0.0 | 5.0 |
| | | | SC | 46 | 1420 | 236 | 1656 | 109600.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | IP | 2 | 20 | 0 | 20 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 827 | 11034 | 36949 | 47983 | 842400.0 | 4.0 | 2.0 | 0.0 | 6.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 0001 | WA | Seattle Metro | MB | 860 | 9152 | 2806 | 11958 | 436392.0 | 3.0 | 3.0 | 0.0 | 6.0 |
|  |  |  | TB | 88 | 2129 | 1011 | 3140 | 48024.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | VP | 106 | 92 | 0 | 92 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | TOTAL | 1054 | 11373 | 3817 | 15190 | 484416.0 | 4.0 | 3.0 | 0.0 | 7.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 7760 | 399 | 8159 | 408825.0 | 2.0 | 1.0 | 1.0 | 4.0 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 0 | 0 | 22837 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 |
|  |  |  | SC | 92 | 0 | 0 | 3241 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | TB | 278 | 0 | 0 | 7805 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | CC | 26 | 0 | 0 | 0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | TOTAL | 786 | 0 | 0 | 33883 | 0.0 | 5.0 | 2.0 | 0.0 | 7.0 |
| 8006 | CO | Denver-RTD | MB | 613 | 11224 | 2978 | 14202 | 707458.0 | 3.0 | 2.0 | 0.0 | 5.0 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 23686 | 7647 | 31333 | 602800.0 | 2.0 | 0.0 | 1.0 | 3.0 |
|  |  |  | RR | 40 | 1959 | 0 | 1959 | 4208.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | TOTAL | 468 | 25645 | 7647 | 33292 | 607008.0 | 3.0 | 0.0 | 1.0 | 4.0 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 16391 | 2583 | 18974 | 542723.0 | 0.0 | 3.0 | 0.0 | 3.0 |
|  |  |  | RR | 78 | 14 | 0 | 14 | 143520.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | TOTAL | 742 | 16405 | 2583 | 18988 | 686243.0 | 1.0 | 3.0 | 0.0 | 4.0 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 22641 | 6530 | 29171 | 529162.0 | 1.9 | 1.0 | 1.0 | 3.9 |
|  |  |  | RR | 42 | 0 | 0 | 0 | 25047.0 | 3.0 | 0.0 | 0.0 | 3.0 |
|  |  |  | DR | 13 | 51 | 15 | 66 | 2667.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 767 | 22692 | 6545 | 29237 | 556876.0 | 5.0 | 1.0 | 1.0 | 7.0 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 14075 | 1564 | 15639 | 543478.0 | 0.0 | 3.0 | 0.0 | 3.0 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 6430 | 703 | 7133 | 674905.0 | 2.0 | 2.9 | 0.0 | 4.9 |
|  |  |  | VP | 63 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | DR | 31 | 10 | 0 | 10 | 21391.0 | 0.0 | 0.1 | 0.0 | 0.1 |
|  |  |  | TOTAL | 937 | 6440 | 703 | 7143 | 696296.0 | 2.0 | 3.0 | 0.0 | 5.0 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 8521 | 4270 | 12791 | 496800.0 | 2.0 | 2.0 | 0.0 | 4.0 |
| 2078 | NY | New York-MTNR | CR | 782 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.11 as of 06/02/86 — continued

**REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 5015 | OH | Cleveland RTA | MB | 567 | 3489 | 335 | 3824 | 512775.4 | 4.0 | 0.0 | 0.0 | 4.0 |
| | | | RR | 46 | 180 | 16 | 196 | 111000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | SC | 28 | 26 | 2 | 28 | 60000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 49 | 182 | 3 | 185 | 20237.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 690 | 3877 | 356 | 4233 | 704012.4 | 7.0 | 0.0 | 0.0 | 7.0 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 11820 | 1452 | 13272 | 298723.9 | 1.0 | 2.0 | 0.0 | 3.0 |
| 6004 | TX | Dallas TS | MB | 452 | 2853 | 4784 | 7637 | 370000.0 | 1.0 | 0.0 | 1.0 | 2.0 |
| 6008 | TX | Houston-MTA | MB | 600 | 6350 | 8838 | 15188 | 490000.0 | 1.0 | 3.0 | 0.0 | 4.0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 8912 | 3259 | 12171 | 507482.0 | 1.0 | 2.0 | 0.0 | 3.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 4976 | 2401 | 7377 | 313763.0 | 2.0 | 1.0 | 0.0 | 3.0 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 406 | 0 | 406 | 124200.0 | 2.0 | 1.0 | 0.0 | 3.0 |
| | | | FB | 3 | 0 | 0 | 0 | 18720.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | VP | 16 | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 244 | 408 | 0 | 408 | 142920.0 | 3.0 | 1.0 | 0.0 | 4.0 |
| 9003 | CA | San Francisco-BART | RR | 327 | 978 | 661 | 1639 | 632580.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| 9009 | CA | San Mateo County District | MB | 251 | 0 | 0 | 3875 | 141511.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| | | | DR | 12 | 0 | 0 | 0 | 2992.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 263 | 0 | 0 | 3875 | 144503.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 12764 | 2396 | 15160 | 379595.0 | 3.0 | 1.0 | 0.0 | 4.0 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 6705 | 2591 | 9296 | 271940.0 | 1.0 | 1.0 | 0.0 | 2.0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 0 | 0 | 0 | 206874.0 | 1.0 | 1.0 | 0.0 | 2.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 0 | 0 | 0 | 148080.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 6177 | 5417 | 11594 | 528809.0 | 1.4 | 1.0 | 0.0 | 2.4 |
| | | | SC | 22 | 138 | 330 | 468 | 51630.0 | 0.6 | 0.0 | 0.0 | 0.6 |
| | | | TOTAL | 395 | 6315 | 5747 | 12062 | 580439.0 | 2.0 | 1.0 | 0.0 | 3.0 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 546 | 77 | 623 | 128208.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| | | | DR | 146 | 411 | 77 | 488 | 28391.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| | | | TOTAL | 371 | 957 | 154 | 1111 | 156599.0 | 7.0 | 0.0 | 0.0 | 7.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR IN-SPECTION AND MAINTE-NANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHAN-ICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 2858 | 108 | 2966 | 164102.0 | 0.0 | 3.0 | 0.0 | 3.0 |
|  |  |  | DR | 6 | 51 | 2 | 53 | 3016.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | TOTAL | 258 | 2909 | 110 | 3019 | 167118.0 | 0.0 | 3.0 | 0.0 | 3.0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 1293 | 101 | 1394 | 267051.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 6544 | 763 | 7307 | 237143.0 | 2.0 | 1.0 | 0.0 | 3.0 |
| 2098 | NY | New York-PATH | RR | 260 | 620 | 622 | 1242 | 324000.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 4677 | 688 | 5365 | 368019.4 | 1.0 | 1.0 | 0.0 | 2.0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 490 | 441 | 931 | 109000.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 10579 | 5088 | 15667 | 320000.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 455 | 1614 | 2069 | 229632.0 | 0.0 | 0.0 | 0.9 | 0.9 |
|  |  |  | DR | 16 | 72 | 21 | 93 | 4200.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 396 | 527 | 1635 | 2162 | 233832.0 | 0.1 | 0.0 | 0.9 | 1.0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 2562 | 512 | 3074 | 234315.0 | 2.0 | 1.0 | 0.0 | 3.0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | 3206 | 1578 | 4784 | 105256.0 | 2.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | VP | 95 | 115 | 1 | 116 | 5113.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | DR | 58 | 87 | 0 | 87 | 4928.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | TOTAL | 292 | 3408 | 1579 | 4987 | 115297.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 1413 | 699 | 2112 | 58861.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 1385 | 250 | 1635 | 81563.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | DR | 15 | 24 | 4 | 28 | 1950.0 | 2.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | TOTAL | 135 | 1409 | 254 | 1663 | 83513.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 728 | 89 | 817 | 139118.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 9023 | CA | Long Beach PTC | MB | 130 | 2484 | 60 | 2544 | 78000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9019 | CA | Sacramento RTD | MB | 189 | 2196 | 865 | 3061 | 86792.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 250 | 61 | 311 | 54288.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 9026 | CA | San Diego TS | MB | 201 | 2881 | 728 | 3609 | 176652.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 4044 | 1143 | 5187 | 112819.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 3108 | 763 | 3871 | 64406.0 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

**REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 3031 | DE | Wilmington-DART | MB | 100 | 555 | 70 | 625 | 64375.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 6259 | 296 | 6555 | 131121.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 2652 | 1421 | 4073 | 82000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4040 | FL | Jacksonville TA | MB | 176 | 1085 | 87 | 1172 | 83613.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| | | | DR | 7 | 145 | 12 | 157 | 2880.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| | | | TOTAL | 183 | 1230 | 99 | 1329 | 86493.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 0 | 0 | 0 | 95810.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 0 | 0 | 0 | 115500.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 1610 | 218 | 1828 | 86421.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 3049 | 587 | 3636 | 185359.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 6 | 22 | 37 | 59 | 2179.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 207 | 3071 | 624 | 3695 | 187538.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 3568 | 325 | 3893 | 134478.0 | 0.9 | 0.9 | 0.0 | 1.8 |
| | | | DR | 9 | 20 | 27 | 47 | 2744.0 | 0.1 | 0.1 | 0.0 | 0.2 |
| | | | TOTAL | 239 | 3588 | 352 | 3940 | 137222.0 | 1.0 | 1.0 | 0.0 | 2.0 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 0 | 0 | 0 | 0.0 | 1.8 | 0.0 | 0.0 | 1.8 |
| | | | DR | 14 | 0 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 136 | 0 | 0 | 0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 277 | 59 | 336 | 42000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 3082 | 1051 | 4133 | 138217.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 4008 | NC | Charlotte TS | MB | 100 | 182 | 34 | 216 | 77840.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 902 | 219 | 1121 | 46707.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 20 | 20 | 12 | 32 | 972.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 78 | 922 | 231 | 1153 | 47679.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7002 | NE | TA of Omaha | MB | 154 | 1059 | 284 | 1343 | 78450.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| | | | DR | 11 | 39 | 4 | 43 | 939.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| | | | TOTAL | 165 | 1098 | 288 | 1386 | 79389.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 3309 | 959 | 4268 | 206689.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 91 | 0 | 91 | 96320.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 9045 | 2738 | 11783 | 281001.0 | 1.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR IN-SPECTION AND MAINTE-NANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHAN-ICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 2043 | NY | Queens Transit Corp | MB | 185 | 3457 | 538 | 3995 | 38485.5 | 0.0 | 1.0 | 0.0 | 1.0 |
| 2113 | NY | Rochester-RTS | MB | 195 | 1376 | 202 | 1578 | 226872.4 | 0.0 | 1.0 | 0.0 | 1.0 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 1607 | 117 | 1724 | 24372.3 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 489 | 289 | 778 | 86000.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 15 | 31 | 52 | 83 | 9000.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 184 | 520 | 341 | 861 | 95000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 1310 | 277 | 1587 | 233000.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 1037 | 164 | 1201 | 77940.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 1323 | 71 | 1394 | 115883.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 13 | 197 | 6 | 203 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 110 | 1520 | 77 | 1597 | 115883.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 463 | 2732 | 3195 | 98750.0 | 0.0 | 0.6 | 0.0 | 0.6 |
| | | | TB | 61 | 506 | 3938 | 4444 | 38539.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| | | | DR | 6 | 0 | 0 | 0 | 7522.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| | | | TOTAL | 182 | 969 | 6670 | 7639 | 144811.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 5022 | OH | Toledo RTA | MB | 178 | 838 | 245 | 1083 | 38232.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 2715 | 908 | 3623 | 93278.0 | 1.0 | 1.0 | 0.0 | 2.0 |
| 4003 | TN | Memphis Area TA | MB | 139 | 1259 | 1051 | 2310 | 167430.0 | 0.0 | 0.9 | 0.0 | 0.9 |
| | | | DR | 7 | 67 | 0 | 67 | 3132.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| | | | TOTAL | 146 | 1326 | 1051 | 2377 | 170562.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 2031 | 656 | 2687 | 50138.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | VP | 12 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 131 | 2031 | 656 | 2687 | 50138.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6006 | TX | El Paso PTA | MB | 84 | 2424 | 1644 | 4068 | 91206.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 8 | 132 | 48 | 180 | 7204.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 92 | 2556 | 1692 | 4248 | 98410.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 1145 | 347 | 1492 | 41485.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 1381 | 1220 | 2601 | 156727.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 645 | 771 | 1416 | 31961.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 17 | 4 | 0 | 4 | 217.5 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 99 | 649 | 771 | 1420 | 32178.5 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

**REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 662 | 396 | 1058 | 46464.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | VP | 8 | 1 | 0 | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 18 | 31 | 6 | 37 | 7200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 124 | 694 | 402 | 1096 | 53664.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 2169 | 322 | 2491 | 58240.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 25 | 47 | 3 | 50 | 2190.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 135 | 2216 | 325 | 2541 | 60430.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5005 | WI | Madison Metro | MB | 173 | 794 | 213 | 1007 | 59765.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 9 | 48 | 0 | 48 | 2867.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 182 | 842 | 213 | 1055 | 62632.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 685 | 254 | 939 | 28783.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 1055 | 110 | 1165 | 32749.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 315 | 503 | 818 | 24820.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9027 | CA | Fresno TS | MB | 67 | 993 | 324 | 1317 | 103800.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 9 | 10 | 0 | 10 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 76 | 1003 | 324 | 1327 | 103800.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 1321 | 246 | 1567 | 73400.0 | 1.8 | 0.0 | 0.0 | 1.8 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 592 | 63 | 655 | 26782.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 338 | 243 | 581 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 597 | 357 | 954 | 38200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9012 | CA | Stockton MTD | MB | 43 | 187 | 366 | 553 | 30600.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 7 | 30 | 18 | 48 | 1960.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 50 | 217 | 384 | 601 | 32560.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 299 | 353 | 652 | 20000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 1031 | 307 | 1338 | 28612.1 | 2.0 | 0.0 | 0.0 | 2.0 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 90 | 1 | 91 | 226.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4035 | FL | Orlando TCT | MB | 69 | 879 | 26 | 905 | 43500.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 157 | 45 | 202 | 27834.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 12 | 28 | 12 | 40 | 3288.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 65 | 185 | 57 | 242 | 31122.0 | 1.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR IN-SPECTION AND MAINTE-NANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHAN-ICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 947 | 697 | 1644 | 22342.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 9 | 227 | 97 | 324 | 1614.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 59 | 1174 | 794 | 1968 | 23956.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7010 | IA | Des Moines MTA | MB | 74 | 385 | 156 | 541 | 30799.9 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 16 | 39 | 17 | 56 | 4459.1 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 90 | 424 | 173 | 597 | 35259.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 530 | 164 | 694 | 6118.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 5058 | IL | Rockford MTD | MB | 40 | 422 | 58 | 480 | 16250.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 1357 | 18 | 1375 | 66757.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 1654 | 806 | 2460 | 66617.2 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 264 | 203 | 467 | 22880.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5052 | IN | South Bend PTC | MB | 48 | 644 | 190 | 834 | 26765.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 364 | 212 | 576 | 35146.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 8 | 34 | 10 | 44 | 669.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 85 | 398 | 222 | 620 | 35815.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 1428 | 126 | 1554 | 22358.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 643 | 454 | 1097 | 17460.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1004 | MA | Brockton Area TA | MB | 40 | 11 | 14 | 25 | 21000.0 | 1.7 | 0.0 | 0.0 | 1.7 |
|  |  |  | DR | 24 | 13 | 15 | 28 | 5100.0 | 0.3 | 0.0 | 0.0 | 0.3 |
|  |  |  | TOTAL | 64 | 24 | 29 | 53 | 26100.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 88 | 121 | 209 | 42418.0 | 2.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | DR | 7 | 10 | 5 | 15 | 1262.0 | 2.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | TOTAL | 81 | 98 | 126 | 224 | 43680.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 349 | 492 | 841 | 38829.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1014 | MA | Worcester RTA | MB | 56 | 409 | 618 | 1027 | 28472.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 3 | 36 | 25 | 61 | 904.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 59 | 445 | 643 | 1088 | 29376.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 386 | 0 | 386 | 31112.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 3 | 35 | 0 | 35 | 2779.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 51 | 421 | 0 | 421 | 33891.0 | 1.0 | 0.0 | 0.0 | 1.0 |

### TABLE 3.11 as of 06/02/86 — continued

### REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR IN-SPECTION AND MAINTE-NANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHAN-ICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 5032 | MI | Flint-MTA | MB | 51 | 254 | 25 | 279 | 50128.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 6 | 51 | 2 | 53 | 6032.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 57 | 305 | 27 | 332 | 56160.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 106 | 31 | 137 | 43548.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 4 | 20 | 13 | 33 | 3483.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 71 | 126 | 44 | 170 | 47031.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 546 | 75 | 621 | 22279.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 8 | 143 | 21 | 164 | 5024.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 48 | 689 | 96 | 785 | 27303.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5025 | MN | Duluth TA | MB | 68 | 708 | 263 | 971 | 36010.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 3 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 71 | 708 | 263 | 971 | 36010.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 306 | 0 | 306 | 30576.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 219 | 48 | 267 | 16200.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 13 | 43 | 11 | 54 | 920.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 64 | 262 | 59 | 321 | 17120.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 156 | 176 | 332 | 77524.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 10 | 0 | 10 | 119000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 621 | 483 | 1104 | 44000.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 1864 | 534 | 2398 | 109746.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 363 | 11 | 374 | 106460.3 | 4.0 | 0.0 | 0.0 | 4.0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 3341 | 689 | 4030 | 102769.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 588 | 154 | 742 | 49400.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 4 | 67 | 12 | 79 | 2600.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 84 | 655 | 166 | 821 | 52000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 528 | 62 | 590 | 57788.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 4 | 31 | 3 | 34 | 3824.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 86 | 559 | 65 | 624 | 61612.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 1039 | 0 | 1039 | 38855.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 319 | 128 | 447 | 39800.0 | 2.0 | 0.0 | 0.0 | 2.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 3013 | PA | Erie MTA | MB | 57 | 640 | 106 | 746 | 41655.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 286 | 85 | 371 | 41776.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3024 | PA | Reading-BARTA | MB | 43 | 619 | 82 | 701 | 32032.0 | 0.7 | 0.0 | 0.0 | 0.7 |
| | | | DR | 18 | 103 | 0 | 103 | 13728.0 | 0.3 | 0.0 | 0.0 | 0.3 |
| | | | TOTAL | 61 | 722 | 82 | 804 | 45760.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 515 | 57 | 572 | 22800.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 274 | 281 | 555 | 31200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | IP | 2 | 0 | 0 | 0 | 577.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | VP | 3 | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 74 | 276 | 281 | 557 | 31777.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 362 | 242 | 604 | 38000.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 5 | 21 | 0 | 21 | 1000.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 57 | 383 | 242 | 625 | 39000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6002 | TX | Austin TS | MB | 73 | 397 | 106 | 503 | 39826.5 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 10 | 23 | 9 | 32 | 1854.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 83 | 420 | 115 | 535 | 41680.6 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6003 | TX | Corpus Christi TS | MB | 42 | 352 | 26 | 378 | 26449.5 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 9 | 47 | 8 | 55 | 531.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 51 | 399 | 34 | 433 | 26980.5 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 130 | 32 | 162 | 8300.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | VP | 2 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 47 | 130 | 32 | 162 | 8300.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 1250 | 66 | 1316 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | VP | 1 | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 53 | 1250 | 66 | 1316 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 486 | 124 | 610 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | VP | 18 | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 57 | 488 | 124 | 612 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 286 | 159 | 445 | 13200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 661 | 344 | 1005 | 57504.0 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

**REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | 408 | 112 | 520 | 31813.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 1 | 21 | 6 | 27 | 3535.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 36 | 429 | 118 | 547 | 35348.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 275 | 108 | 383 | 17217.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 1 | 1 | 4 | 5 | 155.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 30 | 276 | 112 | 388 | 17372.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 1232 | 335 | 1567 | 14000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9010 | CA | City of Torrance TS | MB | 25 | 559 | 978 | 1537 | 0.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 5 | 26 | 0 | 26 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 30 | 585 | 978 | 1563 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 111 | 80 | 191 | 4383.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 10 | 8 | 0 | 8 | 646.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 40 | 119 | 80 | 199 | 5029.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 49 | 18 | 67 | 16080.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 163 | 70 | 233 | 11093.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 2 | 0 | 0 | 0 | 197.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 31 | 163 | 70 | 233 | 11290.6 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 324 | 337 | 661 | 18720.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 367 | 100 | 467 | 30570.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 1057 | CT | Norwalk TD | MB | 18 | 82 | 105 | 187 | 10200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 71 | 43 | 114 | 17400.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 19 | 10 | 29 | 2080.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 194 | 26 | 220 | 2022.0 | 0.6 | 0.0 | 0.0 | 0.6 |
| | | | DR | 17 | 45 | 20 | 65 | 1475.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| | | | TOTAL | 30 | 239 | 46 | 285 | 3497.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 538 | 394 | 932 | 8152.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 8 | 38 | 5 | 43 | 1669.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 35 | 576 | 399 | 975 | 9821.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 106 | 6 | 112 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 281 | 81 | 362 | 25857.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 12 | 4 | 16 | 1104.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 27 | 293 | 85 | 378 | 26961.0 | 1.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 248 | 0 | 248 | 32730.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | DR | 8 | 63 | 0 | 63 | 2479.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | TOTAL | 44 | 311 | 0 | 311 | 35209.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 735 | 0 | 735 | 45355.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4023 | GA | Augusta TD | MB | 20 | 212 | 569 | 781 | 21750.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4024 | GA | Columbus-METRA | MB | 31 | 257 | 0 | 257 | 39470.0 | 1.8 | 0.0 | 0.0 | 1.8 |
|  |  |  | DR | 2 | 2 | 0 | 2 | 133.0 | 0.2 | 0.0 | 0.0 | 0.2 |
|  |  |  | TOTAL | 33 | 259 | 0 | 259 | 39603.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 4025 | GA | Savannah TA | MB | 39 | 6436 | 577 | 7013 | 25552.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 300 | 41 | 341 | 12356.4 | 0.9 | 0.0 | 0.0 | 0.9 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 267 | 193 | 460 | 4941.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7012 | IA | Sioux City TS | MB | 19 | 51 | 35 | 86 | 17953.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 15 | 221 | 236 | 16295.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 148 | 132 | 280 | 13223.8 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 4 | 9 | 5 | 14 | 608.3 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 27 | 157 | 137 | 294 | 13832.1 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 1074 | 196 | 1270 | 19937.7 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5061 | IL | Decatur Public TS | MB | 22 | 154 | 34 | 188 | 10978.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 1 | 1 | 0 | 1 | 205.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 23 | 155 | 34 | 189 | 11183.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 614 | 0 | 614 | 26566.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | DR | 11 | 57 | 0 | 57 | 2950.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | TOTAL | 42 | 671 | 0 | 671 | 29516.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 421 | 262 | 683 | 9492.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5059 | IL | Springfield MTD | MB | 35 | 69 | 0 | 69 | 27196.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 463 | 70 | 533 | 15000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5045 | IN | Gary PTC | MB | 26 | 215 | 1428 | 1643 | 22138.8 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 28 | 0 | 28 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 891 | 217 | 1108 | 21088.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 103 | 34 | 137 | 20825.0 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

## REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 6024 | LA | Shreveport Area TS | MB | 43 | 775 | 315 | 1090 | 29210.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1005 | MA | Lowell RTA | MB | 22 | 12 | 52 | 64 | 6240.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 18 | 16 | 34 | 18551.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5034 P | MI | Jackson PTC | MB | 16 | 3 | 1 | 4 | 9321.0 | 0.7 | 0.0 | 0.0 | 0.7 |
|  |  |  | DR | 13 | 4 | 2 | 6 | 4000.0 | 0.3 | 0.0 | 0.0 | 0.3 |
|  |  |  | TOTAL | 29 | 7 | 3 | 10 | 13321.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 310 | 265 | 575 | 23731.1 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5039 | MI | Saginaw TS | MB | 31 | 37 | 1 | 38 | 18443.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 5 | 2 | 0 | 2 | 1254.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 36 | 39 | 1 | 40 | 19697.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7003 | MO | Springfield City Utility | MB | 23 | 367 | 116 | 483 | 15469.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 3 | 4 | 2 | 6 | 1345.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 26 | 371 | 118 | 489 | 16814.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 321 | 138 | 459 | 20806.0 | 0.8 | 0.0 | 0.0 | 0.8 |
|  |  |  | DR | 7 | 14 | 7 | 21 | 408.0 | 0.2 | 0.0 | 0.0 | 0.2 |
|  |  |  | TOTAL | 38 | 335 | 145 | 480 | 21214.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 6 | 20 | 26 | 3784.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 31 | 26 | 57 | 15996.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 3 | 6 | 2 | 8 | 168.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 31 | 37 | 28 | 65 | 16164.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1002 | NH | Manchester TA | MB | 30 | 114 | 45 | 159 | 15863.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 2 | 2 | 0 | 2 | 250.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 32 | 116 | 45 | 161 | 16113.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 12 | 1 | 13 | 2000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 450 | 110 | 560 | 11876.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 72 | 0 | 72 | 2088.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 531 | 720 | 1251 | 28961.8 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 753 | 120 | 873 | 22929.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 4 | 23 | 7 | 30 | 925.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 40 | 776 | 127 | 903 | 23854.0 | 1.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR IN-SPECTION AND MAINTE-NANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHAN-ICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 2099 | NY | Staten Island Rapid Trans. | CR | 36 | 0 | 0 | 0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2021 | NY | Utica TA | MB | 33 | 103 | 39 | 142 | 24960.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 1 | 9 | 0 | 9 | 30.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 34 | 112 | 39 | 151 | 24990.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5011 | OH | Canton RTA | MB | 39 | 366 | 668 | 1034 | 25262.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 44 | 3 | 47 | 18975.2 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 4 | 21 | 0 | 21 | 233.5 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 38 | 65 | 3 | 68 | 19208.7 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0025 | OR | Salem Area MTD | MB | 41 | 288 | 228 | 516 | 25605.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 105 | 15 | 120 | 15240.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 1110 | 111 | 1221 | 25162.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 204 | 106 | 310 | 9672.3 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 733 | 79 | 812 | 27384.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 52 | 23 | 75 | 6760.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4053 | SC | Greenville TA | MB | 23 | 81 | 21 | 102 | 10400.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 0 | 0 | 0 | 2468.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 6010 | TX | City of Lubbock | MB | 23 | 256 | 80 | 336 | 14400.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 3 | 33 | 0 | 33 | 1200.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 26 | 289 | 80 | 369 | 15600.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 187 | 38 | 225 | 11841.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 36 | 1 | 37 | 6656.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 94 | 10 | 104 | 6000.0 | 0.8 | 0.0 | 0.0 | 0.8 |
|  |  |  | VP | 1 | 0 | 0 | 0 | 200.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | DR | 3 | 8 | 4 | 12 | 400.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 35 | 102 | 14 | 116 | 6600.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 475 | 135 | 610 | 10000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 54 | 36 | 90 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 403 | 9 | 412 | 12172.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5006 | WI | Belle Urban System | MB | 33 | 215 | 129 | 344 | 8136.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 194 | 5 | 199 | 10650.0 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

**REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 18 | 12 | 30 | 6400.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 24 | 6 | 30 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 51 | 0 | 51 | 2050.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9043 | CA | City of Commerce | MB | 6 | 9 | 6 | 15 | 6000.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 1 | 6 | 0 | 6 | 40.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 7 | 15 | 6 | 21 | 6040.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9113 | CA | City of El Cerrito | DR | 2 | 3 | 4 | 7 | 901.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9092 | CA | City of Fairfield | MB | 4 | 23 | 12 | 35 | 2839.6 | 0.6 | 0.0 | 0.0 | 0.6 |
| | | | DR | 3 | 21 | 5 | 26 | 1838.6 | 0.4 | 0.0 | 0.0 | 0.4 |
| | | | TOTAL | 7 | 44 | 17 | 61 | 4678.2 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 30 | 11 | 41 | 2000.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 8 | 0 | 8 | 275.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 7 | 38 | 11 | 49 | 2275.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 138 | 271 | 409 | 12652.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 24 | 2 | 26 | 4200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9088 | CA | Napa City Bus | MB | 8 | 3 | 0 | 3 | 3000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9022 | CA | Norwalk TS | MB | 17 | 399 | 60 | 459 | 8642.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 5 | 2 | 7 | 832.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 19 | 404 | 62 | 466 | 9474.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 300 | 152 | 452 | 23816.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 906 | 135 | 1041 | 7197.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 7 | 72 | 0 | 72 | 1000.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 24 | 978 | 135 | 1113 | 8197.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 15 | 6 | 21 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9054 | CA | San Diego Trolley | SC | 18 | 89 | 0 | 89 | 26000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 64 | 16 | 80 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8010 | CO | City of Greeley | MB | 13 | 240 | 110 | 350 | 2591.6 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 2 | 19 | 8 | 27 | 254.8 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 15 | 259 | 118 | 377 | 2846.4 | 1.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 37 | 11 | 48 | 3397.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 417 | 249 | 666 | 19850.0 | 1.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | DR | 3 | 0 | 0 | 0 | 54.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | TOTAL | 21 | 417 | 249 | 666 | 19904.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 8 | 3 | 11 | 4000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1047 P | CT | New Britain Trans | MB | 8 | 152 | 0 | 152 | 7864.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 26 | 0 | 26 | 2186.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 0 | 0 | 0 | 1470.5 | 2.0 | 0.0 | 0.0 | 2.0 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 212 | 41 | 253 | 10145.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 531 | 48 | 579 | 14668.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1041 | CT | Westport TD | MB | 15 | 118 | 0 | 118 | 4160.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 1 | 7 | 0 | 7 | 280.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 16 | 125 | 0 | 125 | 4440.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 105 | 36 | 141 | 16295.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 377 | 158 | 535 | 9788.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 71 | 0 | 71 | 4000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 802 | 127 | 929 | 9731.5 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4050 | FL | Smyrna TS | MB | 4 | 14 | 5 | 19 | 586.8 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4021 | GA | Albany TS | MB | 10 | 11 | 0 | 11 | 7612.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4047 | GA | Athens TS | MB | 10 | 245 | 115 | 360 | 3256.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4058 | GA | Rome TD | MB | 20 | 77 | 43 | 120 | 6000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7007 | IA | Bettendorf TS | MB | 3 | 8 | 2 | 10 | 926.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 4 | 1 | 2 | 3 | 152.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 7 | 9 | 4 | 13 | 1078.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 17 | 4 | 21 | 14560.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 62 | 42 | 104 | 2080.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 109 | 11 | 120 | 8175.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 91 | 96 | 187 | 6552.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 2 | 10 | 11 | 21 | 728.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 13 | 101 | 107 | 208 | 7280.0 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

## REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 188 | 26 | 214 | 1312.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 6 | 33 | 7 | 40 | 375.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 9 | 221 | 33 | 254 | 1687.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5063 | IL | Auarora Transit | MB | 18 | 457 | 139 | 596 | 15733.7 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 11 | 0 | 11 | 151.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 10 | 25 | 35 | 11232.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 2 | 2 | 3 | 5 | 1248.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 16 | 12 | 28 | 40 | 12480.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5068 | IL | Elgin-DOT | MB | 18 | 111 | 44 | 155 | 15292.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5074 | IL | Highland Park Transit | MB | 4 | 6 | 0 | 6 | 2193.2 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5055 | IL | Loves Park TS | MB | 4 | 21 | 12 | 33 | 5490.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 2 | 0 | 2 | 1900.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 190 | 0 | 190 | 23004.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5078 | IL | Village of Niles | MB | 7 | 0 | 0 | 0 | 4160.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 39 | 1 | 40 | 4600.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 67 | 77 | 144 | 4472.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5041 | IN | City of Anderson TS | MB | 8 | 10 | 0 | 10 | 5000.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 2 | 2 | 0 | 2 | 1000.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 10 | 12 | 0 | 12 | 6000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 7 | 3 | 10 | 5359.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 72 | 0 | 72 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 195 | 7 | 202 | 8468.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 135 | 37 | 172 | 10400.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 31 | 2 | 33 | 12156.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 3 | 2 | 0 | 2 | 2689.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 22 | 33 | 2 | 35 | 14845.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5105 | IN | Portage Township | DR | 4 | 0 | 0 | 0 | 620.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 312 | 244 | 556 | 4000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 7014 | KS | Topeka MTA | MB | 22 | 358 | 47 | 405 | 15882.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 70 | 3 | 73 | 1764.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 24 | 428 | 50 | 478 | 17646.0 | 1.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS |  |  | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS |  | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |
| 4016 | KY | Ashland Bus System | MB | 6 | 15 | 0 | 15 | 1000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 25 | 20 | 45 | 2500.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4020 | KY | Owensboro TS | MB | 6 | 34 | 4 | 38 | 2080.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6025 | LA | Alexandria TS | MB | 11 | 210 | 102 | 312 | 7800.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 2 | 13 | 0 | 13 | 107.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 13 | 223 | 102 | 325 | 7907.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 0 | 3 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 269 | 277 | 546 | 24046.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 507 | 18 | 525 | 7572.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6023 | LA | Lake Charles TS | MB | 9 | 189 | 52 | 241 | 6400.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6026 | LA | Monroe TS | MB | 13 | 313 | 57 | 370 | 4100.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 123 | 179 | 302 | 10576.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 35 | 13 | 48 | 4410.0 | 1.9 | 0.0 | 0.0 | 1.9 |
|  |  |  | DR | 8 | 9 | 3 | 12 | 620.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 21 | 44 | 16 | 60 | 5030.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 3041 | MD | Allegany County TAu | MB | 13 | 4 | 2 | 6 | 5970.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3040 | MD | City of Annapolis | MB | 20 | 288 | 40 | 328 | 6896.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 4 | 20 | 15 | 35 | 1040.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 24 | 308 | 55 | 363 | 7936.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3043 | MD | Columbia TS | MB | 6 | 10 | 0 | 10 | 1073.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 105 | 75 | 180 | 4940.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 0 | 0 | 0 | 5000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 241 | 161 | 402 | 26069.0 | 0.9 | 0.0 | 0.0 | 0.9 |
|  |  |  | DR | 2 | 19 | 12 | 31 | 1680.0 | 0.1 | 0.0 | 0.0 | 0.1 |
|  |  |  | TOTAL | 17 | 260 | 173 | 433 | 27749.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 121 | 0 | 121 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | DR | 1 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | TOTAL | 12 | 121 | 0 | 121 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 21 | 2 | 23 | 3400.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 45 | 29 | 74 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | DR | 2 | 16 | 7 | 23 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | TOTAL | 18 | 61 | 36 | 97 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.11 as of 06/02/86 — continued

**REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 120 | 0 | 120 | 9000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8012 | MT | Great Falls TD | MB | 13 | 163 | 99 | 262 | 3870.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 164 | 31 | 195 | 11513.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4005 | NC | Asheville TA | MB | 17 | 186 | 0 | 186 | 10671.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 15 | 7 | 22 | 10400.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 67 | 18 | 85 | 2560.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 7 | 0 | 7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4011 | NC | High Point City TS | MB | 16 | 87 | 0 | 87 | 5200.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 3 | 9 | 0 | 9 | 1040.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 19 | 96 | 0 | 96 | 6240.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4006 | NC | Wilmington TA | MB | 12 | 102 | 0 | 102 | 6246.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 2 | 0 | 2 | 202.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 14 | 104 | 0 | 104 | 6448.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 5 | 1 | 6 | 3600.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 5 | 0 | 5 | 800.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2005 | NY | Chemung County TS | MB | 21 | 21 | 3 | 24 | 17791.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | DR | 3 | 6 | 2 | 8 | 2223.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | TOTAL | 24 | 27 | 5 | 32 | 20014.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 3 | 17 | 20 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 5 | 0 | 5 | 600.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 57 | 80 | 137 | 14312.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 1 | 0 | 0 | 0 | 200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 12 | 57 | 80 | 137 | 14512.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 2006 | NY | Long Beach TA | MB | 8 | 10 | 12 | 22 | 13908.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 11 | 6 | 17 | 4160.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2083 P | NY | New York - Easyride | DR | 12 | 26 | 0 | 26 | 3375.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 5 | 0 | 5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 5 | 0 | 5 | 4160.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 0 | 0 | 0 | 4400.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TR | 2 | 0 | 0 | 0 | 13200.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 8 | 0 | 0 | 0 | 17600.0 | 2.0 | 0.0 | 0.0 | 2.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 2082 | NY | Staten Island Ferry | FB | 4 | 295 | 12 | 307 | 101185.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 18 | 10 | 28 | 290.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 112 | 91 | 203 | 7072.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 106 | 0 | 106 | 6120.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 1 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 106 | 0 | 106 | 6120.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 63 | 7 | 70 | 15573.3 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 3 | 12 | 2 | 14 | 653.5 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 22 | 75 | 9 | 84 | 16226.8 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 437 | 150 | 587 | 4059.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 6 | 0 | 0 | 0 | 387.8 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 14 | 437 | 150 | 587 | 4446.8 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 1 | 1 | 2 | 584.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5019 | OH | Middletown TS | MB | 4 | 18 | 4 | 22 | 1853.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5013 | OH | Norwood Transit System | MB | 2 | 4 | 1 | 5 | 624.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | DR | 2 | 2 | 1 | 3 | 40.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 4 | 6 | 2 | 8 | 664.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 14 | 5 | 19 | 8650.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 21 | 28 | 49 | 7100.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 229 | 232 | 461 | 35454.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 7 | 0 | 7 | 312.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 42 | 0 | 42 | 2143.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 18 | 3 | 21 | 2500.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 6 | 2 | 2 | 4 | 1000.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 13 | 20 | 5 | 25 | 3500.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 3 | 0 | 3 | 312.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 151 | 26 | 177 | 12480.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3027 | PA | York Area TA | MB | 14 | 200 | 15 | 215 | 12549.3 | 1.0 | 0.0 | 0.0 | 1.0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 96 | 20 | 116 | 9147.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 31 | 0 | 31 | 3552.0 | 1.0 | 0.0 | 0.0 | 1.0 |

TABLE 3.11 as of 06/02/86 — continued

## REVENUE VEHICLE MAINTENANCE PERFORMANCE: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 4057 | TN | Jackson TA | MB | 10 | 82 | 30 | 112 | 10382.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 4054 | TN | Johnson City TS | MB | 5 | 22 | 14 | 36 | 5682.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6040 | TX | Abilene Transit System | MB | 12 | 74 | 9 | 83 | 8719.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 262 | 168 | 430 | 15330.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6041 | TX | Arlington Handitran | DR | 4 | 13 | 0 | 13 | 580.5 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 222 | 0 | 222 | 13361.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 3 | 0 | 3 | 173.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 16 | 225 | 0 | 225 | 13534.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6014 | TX | City of Brownsville | MB | 17 | 102 | 711 | 813 | 6364.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 2 | 0 | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 198 | 0 | 198 | 10972.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 599 | 278 | 877 | 21420.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 91 | 57 | 148 | 8152.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6037 | TX | San Angelo TD | MB | 6 | 20 | 46 | 66 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6012 | TX | Waco Transit System | MB | 18 | 52 | 63 | 115 | 6000.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 2 | 0 | 0 | 0 | 240.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 20 | 52 | 63 | 115 | 6240.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 206 | 24 | 230 | 4151.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 6 | 4 | 10 | 2948.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3036 | VA | Charlottesville Transit | MB | 8 | 55 | 10 | 65 | 9750.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 0 | 0 | 0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 |
| | | | DR | 15 | 0 | 0 | 0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 |
| | | | TOTAL | 16 | 0 | 0 | 0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 578 | 22 | 600 | 13650.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 73 | 108 | 181 | 6000.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 1066 | VT | Chittenden County TA | MB | 20 | 18 | 236 | 254 | 8582.1 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0016 | WA | City of Longview | MB | 4 | 4 | 0 | 4 | 742.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0023 | WA | City of Seattle | SC | 2 | 0 | 0 | 0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | AG | 0 | 0 | 0 | 0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| | | | TOTAL | 2 | 0 | 0 | 0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ROAD CALLS | | | LABOR HOURS FOR INSPECTION AND MAINTENANCE | NUMBER OF LIGHT MAINTENANCE FACILITIES SERVING | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MECHANICAL FAILURE | OTHER REASONS | TOTAL ROAD-CALLS | | UNDER 200 VEHICLES | 200 – 300 VEHICLES | OVER 300 VEHICLES | TOTAL FACILITIES |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 19 | 1 | 20 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 0 | 0 | 0 | 145300.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 0 | 0 | 0 | 80.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5109 | WI | Beloit Transit System | MB | 12 | 3 | 15 | 18 | 3271.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 392 | 0 | 392 | 4750.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5002 | WI | Green Bay TS | MB | 24 | 151 | 150 | 301 | 15456.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5108 | WI | Janesville Transit System | MB | 15 | 9 | 18 | 27 | 4945.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 163 | 27 | 190 | 9560.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 101 | 66 | 167 | 8524.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 18 | 0 | 18 | 7515.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 9 | 3 | 12 | 7582.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 42 | 10 | 52 | 15600.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 33 | 87 | 120 | 4516.0 | 0.9 | 0.0 | 0.0 | 0.9 |
| | | | DR | 1 | 5 | 10 | 15 | 502.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| | | | TOTAL | 6 | 38 | 97 | 135 | 5018.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 117 | 23 | 140 | 13217.0 | 1.0 | 0.0 | 0.0 | 1.0 |

### TABLE 3.12 as of 06/02/86

### ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 32552.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 15339.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 264 | 0.0 | 0.0 | 0.0 | 0.0 | 192264.4 |
| | | | TOTAL | 1699 | 15339.3 | 0.0 | 0.0 | 0.0 | 192264.4 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 26039.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 890 | 0.0 | 0.0 | 0.0 | 0.0 | 297358.4 |
| | | | DR | 40 | 192.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 2798 | 26232.5 | 0.0 | 0.0 | 0.0 | 297358.4 |
| 1003 | MA | Boston-MBTA | MB | 717 | 7009.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 301 | 0.0 | 0.0 | 0.0 | 496.2 | 158810.0 |
| | | | SC | 90 | 0.0 | 0.0 | 0.0 | 56.4 | 18000.0 |
| | | | TB | 25 | 0.0 | 0.0 | 0.0 | 11.3 | 3000.0 |
| | | | TOTAL | 1133 | 7009.7 | 0.0 | 0.0 | 563.9 | 179810.0 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | 16120.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 16 | 0.0 | 0.0 | 0.0 | 0.0 | 3007.9 |
| | | | CR | 633 | 12000.0 | 0.0 | 0.0 | 0.0 | 34000.0 |
| | | | TOTAL | 2103 | 28120.0 | 0.0 | 0.0 | 0.0 | 37007.9 |
| 2008 | NY | New York CTA | MB | 3252 | 34823.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 4932 | 0.0 | 0.0 | 0.0 | 0.0 | 1960107.0 |
| | | | TOTAL | 8184 | 34823.5 | 0.0 | 0.0 | 0.0 | 1960107.0 |
| 2100 | NY | New York-LIRR | CR | 1093 | 8309.0 | 0.0 | 0.0 | 0.0 | 335528.0 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 12594.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 286 | 0.0 | 0.0 | 0.0 | 0.0 | 120041.8 |
| | | | SC | 186 | 0.0 | 0.0 | 0.0 | 0.0 | 62455.4 |
| | | | TB | 69 | 0.0 | 0.0 | 0.0 | 0.0 | 12078.6 |
| | | | CR | 340 | 0.0 | 0.0 | 0.0 | 0.0 | 140956.5 |
| | | | TOTAL | 1957 | 12594.7 | 0.0 | 0.0 | 0.0 | 335532.3 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 9774.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 46 | 0.0 | 0.0 | 0.0 | 0.0 | 7642.0 |
| | | | IP | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 148.0 |
| | | | TOTAL | 827 | 9774.8 | 0.0 | 0.0 | 0.0 | 7790.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0001 | WA | Seattle Metro | MB | 860 | 7677.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TB | 88 | 0.0 | 0.0 | 0.0 | 0.0 | 13528.0 |
| | | | VP | 106 | 0.0 | 198.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 1054 | 7677.5 | 198.0 | 0.0 | 0.0 | 13528.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 7587.8 | 14.6 | 0.0 | 0.0 | 0.0 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 4991.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 92 | 0.0 | 0.0 | 0.0 | 0.0 | 33063.6 |
| | | | TB | 278 | 0.0 | 0.0 | 0.0 | 0.0 | 37225.0 |
| | | | TOTAL | 760 | 4991.3 | 0.0 | 0.0 | 0.0 | 70288.6 |
| 8006 | CO | Denver-RTD | MB | 613 | 6319.2 | 25.2 | 0.0 | 0.0 | 0.0 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 7396.8 | 79.1 | 0.0 | 0.0 | 0.0 |
| | | | RR | 40 | 0.0 | 0.0 | 0.0 | 0.0 | 8409.5 |
| | | | TOTAL | 468 | 7396.8 | 79.1 | 0.0 | 0.0 | 8409.5 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 8845.5 | 9.1 | 0.0 | 0.0 | 0.0 |
| | | | RR | 78 | 0.0 | 0.0 | 0.0 | 0.0 | 40450.6 |
| | | | TOTAL | 742 | 8845.5 | 9.1 | 0.0 | 0.0 | 40450.6 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 7206.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 42 | 0.0 | 0.0 | 0.0 | 0.0 | 15732.0 |
| | | | DR | 13 | 0.0 | 49.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 767 | 7206.5 | 49.2 | 0.0 | 0.0 | 15732.0 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 6764.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 6957.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 31 | 122.3 | 78.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 874 | 7080.2 | 78.9 | 0.0 | 0.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 6222.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2078 | NY | New York-MTNR | CR | 782 | 4242.8 | 0.0 | 0.0 | 0.0 | 296458.0 |
| 5015 | OH | Cleveland RTA | MB | 567 | 5816.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 46 | 0.0 | 0.0 | 0.0 | 0.0 | 22902.8 |
| | | | SC | 28 | 0.0 | 0.0 | 0.0 | 0.0 | 9576.0 |
| | | | DR | 49 | 59.4 | 85.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 690 | 5876.0 | 85.6 | 0.0 | 0.0 | 32478.8 |

### TABLE 3.12 as of 06/02/86 — continued

### ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 5932.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6004 | TX | Dallas TS | MB | 452 | 5018.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6008 | TX | Houston-MTA | MB | 600 | 8323.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 5841.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 5103.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 1842.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | FB | 3 | 916.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 16 | 0.0 | 32.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 244 | 2758.5 | 32.7 | 0.0 | 0.0 | 0.0 |
| 9003 | CA | San Francisco-BART | RR | 327 | 0.0 | 0.0 | 0.0 | 0.0 | 169484.0 |
| 9009 | CA | San Mateo County District | MB | 251 | 2072.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 12 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 263 | 2098.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 4844.9 | 0.0 | 1352.4 | 0.0 | 0.0 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 5129.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 8513.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 5574.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 4210.9 | 24.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 22 | 0.0 | 0.0 | 0.0 | 0.0 | 2889.6 |
| | | | TOTAL | 395 | 4210.9 | 24.0 | 0.0 | 0.0 | 2889.6 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 2611.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 146 | 0.0 | 475.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 371 | 2611.6 | 475.5 | 0.0 | 0.0 | 0.0 |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 1488.9 | 19.7 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | 0.0 | 10.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 258 | 1488.9 | 29.9 | 0.0 | 0.0 | 0.0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 2955.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 3180.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2098 | NY | New York-PATH | RR | 260 | 0.0 | 0.0 | 0.0 | 0.0 | 75590.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 3226.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 2546.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 2890.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 4400.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 16 | 0.0 | 85.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 396 | 4400.7 | 85.6 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 2662.0 | 1.1 | 0.0 | 0.0 | 0.0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | 1636.0 | 42.3 | 0.0 | 0.0 | 0.0 |
| | | | VP | 95 | 0.0 | 44.4 | 0.0 | 0.0 | 0.0 |
| | | | DR | 58 | 4.6 | 164.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 292 | 1640.6 | 250.7 | 0.0 | 0.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 964.3 | 22.4 | 0.0 | 0.0 | 0.0 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 1379.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 15 | 0.0 | 124.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 135 | 1379.6 | 124.6 | 0.0 | 0.0 | 0.0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 2369.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9023 | CA | Long Beach PTC | MB | 130 | 1738.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9019 | CA | Sacramento RTD | MB | 189 | 1860.4 | 12.7 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 708.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9026 | CA | San Diego TS | MB | 201 | 2731.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 1776.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 1088.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3031 | DE | Wilmington-DART | MB | 100 | 640.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 2221.4 | 24.8 | 0.0 | 0.0 | 0.0 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 1627.3 | 0.0 | 2.6 | 0.0 | 0.0 |
| 4040 | FL | Jacksonville TA | MB | 176 | 1487.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | 0.0 | 25.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 183 | 1487.1 | 25.3 | 0.0 | 0.0 | 0.0 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 3409.5 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.12 as of 06/02/86 — continued

## ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 173.9 | 0.0 | 0.0 | 0.0 | 52380.9 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 1348.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 1898.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | 39.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 207 | 1937.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 2360.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | 89.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 239 | 2449.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 14 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 136 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 602.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 2355.3 | 59.5 | 0.0 | 0.0 | 0.0 |
| 4008 | NC | Charlotte TS | MB | 100 | 1035.3 | 128.5 | 0.0 | 0.0 | 0.0 |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 407.6 | 21.6 | 0.0 | 0.0 | 0.0 |
| | | | DR | 20 | 0.0 | 31.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 78 | 407.6 | 53.1 | 0.0 | 0.0 | 0.0 |
| 7002 | NE | TA of Omaha | MB | 154 | 1505.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 11 | 0.9 | 41.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 165 | 1506.8 | 41.2 | 0.0 | 0.0 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 1427.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 1055.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 1968.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 1689.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2113 | NY | Rochester-RTS | MB | 195 | 1847.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 1049.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 1198.0 | 18.4 | 0.0 | 0.0 | 0.0 |
| | | | DR | 15 | 7.4 | 62.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 184 | 1205.4 | 81.1 | 0.0 | 0.0 | 0.0 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 2993.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 1398.6 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 767.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | 31.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 110 | 798.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 1189.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TB | 61 | 0.0 | 0.0 | 0.0 | 0.0 | 8666.0 |
| | | | DR | 6 | 49.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 182 | 1239.3 | 0.0 | 0.0 | 0.0 | 8666.0 |
| 5022 | OH | Toledo RTA | MB | 178 | 1430.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 1782.3 | 32.7 | 0.0 | 0.0 | 0.0 |
| 4003 | TN | Memphis Area TA | MB | 139 | 1718.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | 0.0 | 57.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 146 | 1718.5 | 57.2 | 0.0 | 0.0 | 0.0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 1082.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6006 | TX | El Paso PTA | MB | 84 | 1177.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | 0.0 | 4.3 | 76.9 | 0.0 | 0.0 |
| | | | TOTAL | 92 | 1177.9 | 4.3 | 76.9 | 0.0 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 1059.8 | 76.3 | 0.0 | 0.0 | 0.0 |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 1548.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 633.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 17 | 0.0 | 13.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 99 | 633.8 | 13.9 | 0.0 | 0.0 | 0.0 |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 1083.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 8 | 0.0 | 8.7 | 0.4 | 0.0 | 0.0 |
| | | | DR | 18 | 0.0 | 13.0 | 63.0 | 0.0 | 0.0 |
| | | | TOTAL | 124 | 1083.5 | 21.7 | 63.4 | 0.0 | 0.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 1071.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 25 | 0.8 | 73.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 135 | 1071.8 | 73.1 | 0.0 | 0.0 | 0.0 |
| 5005 | WI | Madison Metro | MB | 173 | 1254.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | 28.4 | 1.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 182 | 1283.1 | 1.2 | 0.0 | 0.0 | 0.0 |

### TABLE 3.12 as of 06/02/86 — continued

### ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 583.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 472.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 538.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | MB | 67 | 995.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | 0.0 | 25.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 76 | 995.5 | 25.4 | 0.0 | 0.0 | 0.0 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 1593.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 547.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 771.5 | 60.1 | 19.4 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 1185.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | MB | 43 | 315.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 50 | 332.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 498.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 555.8 | 28.6 | 0.0 | 0.0 | 0.0 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 0.0 | 125.5 | 0.0 | 0.0 | 0.0 |
| 4035 | FL | Orlando TCT | MB | 69 | 954.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 592.5 | 15.8 | 0.0 | 0.0 | 0.0 |
| | | | DR | 12 | 0.0 | 46.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 65 | 592.5 | 62.5 | 0.0 | 0.0 | 0.0 |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 694.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | 0.0 | 31.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 59 | 694.1 | 31.2 | 0.0 | 0.0 | 0.0 |
| 7010 | IA | Des Moines MTA | MB | 74 | 626.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 16 | 39.0 | 42.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 90 | 665.6 | 42.4 | 0.0 | 0.0 | 0.0 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 402.2 | 15.9 | 0.0 | 0.0 | 0.0 |
| 5058 | IL | Rockford MTD | MB | 40 | 282.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 665.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 389.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5052 | IN | South Bend PTC | MB | 48 | 505.1 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 673.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 85 | 673.8 | 16.5 | 0.0 | 0.0 | 0.0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 340.9 | 16.4 | 0.0 | 0.0 | 0.0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 444.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1004 | MA | Brockton Area TA | MB | 40 | 396.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 24 | 0.0 | 83.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 64 | 396.5 | 83.2 | 0.0 | 0.0 | 0.0 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 456.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 81 | 478.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 525.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1014 | MA | Worcester RTA | MB | 56 | 589.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 5.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 59 | 594.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 187.1 | 24.3 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 28.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 51 | 187.1 | 52.4 | 0.0 | 0.0 | 0.0 |
| 5032 | MI | Flint-MTA | MB | 51 | 429.1 | 28.9 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | 0.0 | 21.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 57 | 429.1 | 50.7 | 0.0 | 0.0 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 541.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 0.0 | 19.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 71 | 541.8 | 19.6 | 0.0 | 0.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 447.6 | 15.2 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | 0.0 | 73.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 48 | 447.6 | 88.5 | 0.0 | 0.0 | 0.0 |
| 5025 | MN | Duluth TA | MB | 68 | 570.5 | 3.8 | 0.0 | 0.0 | 0.0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 455.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 395.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | 0.0 | 45.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 64 | 395.0 | 45.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.12 as of 06/02/86 — continued

## ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 782.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 0.0 | 0.0 | 0.0 | 0.0 | 31011.3 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 924.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 746.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 486.6 | 301.7 | 0.0 | 0.0 | 0.0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 928.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 722.5 | 1.4 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 10.0 | 5.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 84 | 732.5 | 6.7 | 0.0 | 0.0 | 0.0 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 852.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 86 | 892.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 457.9 | 101.8 | 0.0 | 0.0 | 0.0 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 451.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3013 | PA | Erie MTA | MB | 57 | 413.3 | 5.9 | 0.0 | 0.0 | 0.0 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 481.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3024 | PA | Reading-BARTA | MB | 43 | 353.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 18 | 0.0 | 70.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 61 | 353.4 | 70.9 | 0.0 | 0.0 | 0.0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 412.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 435.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | IP | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 280.0 |
| | | | VP | 3 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 74 | 435.7 | 2.0 | 0.0 | 0.0 | 280.0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 535.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 5 | 0.0 | 25.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 57 | 535.5 | 25.4 | 0.0 | 0.0 | 0.0 |
| 6002 | TX | Austin TS | MB | 73 | 790.9 | 4.8 | 0.0 | 0.0 | 0.0 |
| | | | DR | 10 | 22.6 | 25.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 83 | 813.5 | 30.7 | 0.0 | 0.0 | 0.0 |
| 6003 | TX | Corpus Christi TS | MB | 42 | 309.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 51 | 309.6 | 30.8 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0020 | WA | Kitsap County Transit | MB | 45 | 225.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 612.5 | 14.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 1 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 53 | 612.5 | 15.8 | 0.0 | 0.0 | 0.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 340.1 | 7.7 | 0.0 | 0.0 | 0.0 |
| | | | VP | 18 | 0.0 | 29.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 57 | 340.1 | 37.4 | 0.0 | 0.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 396.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 604.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | 350.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 36 | 359.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 281.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 30 | 281.6 | 6.8 | 0.0 | 0.0 | 0.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 376.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9010 | CA | City of Torrance TS | MB | 25 | 344.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 5 | 5.3 | 6.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 30 | 349.3 | 6.9 | 0.0 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 332.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 10 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 40 | 332.6 | 22.0 | 0.0 | 0.0 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 232.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 392.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 7.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 31 | 392.8 | 7.1 | 0.0 | 0.0 | 0.0 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 431.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 514.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1057 | CT | Norwalk TD | MB | 18 | 225.8 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.12 as of 06/02/86 — continued

**ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 220.5 | 4.0 | 0.0 | 0.0 | 0.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 0.0 | 52.7 | 0.0 | 0.0 | 0.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 139.0 | 31.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 17 | 46.5 | 35.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 30 | 185.5 | 66.0 | 0.0 | 0.0 | 0.0 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 283.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | 0.0 | 37.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 35 | 283.4 | 37.8 | 0.0 | 0.0 | 0.0 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 22.4 | 79.2 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 284.8 | 12.2 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 14.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 27 | 284.8 | 26.9 | 0.0 | 0.0 | 0.0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 368.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 44 | 368.8 | 40.0 | 0.0 | 0.0 | 0.0 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 533.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4023 | GA | Augusta TD | MB | 20 | 260.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4024 | GA | Columbus-METRA | MB | 31 | 353.2 | 14.8 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 33 | 353.9 | 14.8 | 0.0 | 0.0 | 0.0 |
| 4025 | GA | Savannah TA | MB | 39 | 386.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 298.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 182.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7012 | IA | Sioux City TS | MB | 19 | 134.6 | 5.5 | 0.0 | 0.0 | 0.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 146.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 175.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 27 | 175.2 | 10.5 | 0.0 | 0.0 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 428.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5061 | IL | Decatur Public TS | MB | 22 | 167.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 23 | 167.1 | 2.2 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5075 | IL | Joliet Mass TD | MB | 31 | 270.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 11 | 0.0 | 53.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 42 | 270.4 | 53.0 | 0.0 | 0.0 | 0.0 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 324.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5059 | IL | Springfield MTD | MB | 35 | 244.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 279.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5045 | IN | Gary PTC | MB | 26 | 516.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 0.0 | 61.5 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 548.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 364.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 527.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1005 | MA | Lowell RTA | MB | 22 | 150.6 | 5.0 | 0.0 | 0.0 | 0.0 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 234.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5034 P | MI | Jackson PTC | MB | 16 | 118.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | 0.0 | 48.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 29 | 118.1 | 48.6 | 0.0 | 0.0 | 0.0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 401.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5039 | MI | Saginaw TS | MB | 31 | 195.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 5 | 0.0 | 17.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 36 | 195.4 | 17.5 | 0.0 | 0.0 | 0.0 |
| 7003 | MO | Springfield City Utility | MB | 23 | 198.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 14.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 26 | 198.7 | 14.7 | 0.0 | 0.0 | 0.0 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 265.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | 14.8 | 7.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 38 | 280.4 | 7.9 | 0.0 | 0.0 | 0.0 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 132.5 | 0.9 | 0.0 | 0.0 | 0.0 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 181.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 31 | 181.0 | 8.0 | 0.0 | 0.0 | 0.0 |
| 1002 | NH | Manchester TA | MB | 30 | 169.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 32 | 169.6 | 1.8 | 0.0 | 0.0 | 0.0 |

## TABLE 3.12 as of 06/02/86 — continued

## ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 0.0 | 28.8 | 0.0 | 0.0 | 0.0 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 346.3 | 5.1 | 0.0 | 0.0 | 0.0 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 0.0 | 64.1 | 0.0 | 0.0 | 0.0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 417.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 313.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 4.0 | 28.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 40 | 317.9 | 28.8 | 0.0 | 0.0 | 0.0 |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 0.0 | 0.0 | 0.0 | 0.0 | 16564.3 |
| 2021 | NY | Utica TA | MB | 33 | 245.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 34 | 245.7 | 0.3 | 0.0 | 0.0 | 0.0 |
| 5011 | OH | Canton RTA | MB | 39 | 322.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 289.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 0.4 | 6.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 38 | 289.4 | 6.8 | 0.0 | 0.0 | 0.0 |
| 0025 | OR | Salem Area MTD | MB | 41 | 329.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 143.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 454.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 277.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 316.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 149.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4053 | SC | Greenville TA | MB | 23 | 149.2 | 23.6 | 0.0 | 0.0 | 0.0 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 0.0 | 37.2 | 0.0 | 0.0 | 0.0 |
| 6010 | TX | City of Lubbock | MB | 23 | 253.8 | 1.2 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 14.9 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 26 | 253.8 | 16.1 | 0.0 | 0.0 | 0.0 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 272.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 112.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 180.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 1 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 35 | 180.8 | 12.5 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 217.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5006 | WI | Belle Urban System | MB | 33 | 322.1 | 4.2 | 0.0 | 0.0 | 0.0 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 163.0 | 0.5 | 0.0 | 0.0 | 0.0 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 186.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 26.2 | 18.6 | 0.0 | 0.0 | 0.0 |
| 9043 | CA | City of Commerce | MB | 6 | 50.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 50.6 | 3.6 | 0.0 | 0.0 | 0.0 |
| 9113 | CA | City of El Cerrito | DR | 2 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | MB | 4 | 32.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.7 | 4.6 | 19.4 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 33.4 | 4.6 | 19.4 | 0.0 | 0.0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 63.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 63.7 | 4.5 | 0.0 | 0.0 | 0.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 255.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 0.0 | 4.0 | 35.2 | 0.0 | 0.0 |
| 9088 | CA | Napa City Bus | MB | 8 | 63.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | MB | 17 | 199.6 | 21.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 11.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 19 | 199.6 | 32.1 | 0.0 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 273.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 201.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | 14.7 | 3.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 216.3 | 3.5 | 0.0 | 0.0 | 0.0 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 5.1 | 59.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.12 as of 06/02/86 — continued

**ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9054 | CA | San Diego Trolley | SC | 18 | 0.0 | 0.0 | 0.0 | 0.0 | 7789.9 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 137.6 | 1.8 | 0.0 | 0.0 | 0.0 |
| 8010 | CO | City of Greeley | MB | 13 | 88.4 | 1.9 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 15 | 88.4 | 14.1 | 0.0 | 0.0 | 0.0 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 90.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 142.4 | 3.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 21 | 142.4 | 9.3 | 0.0 | 0.0 | 0.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 21.5 | 36.5 | 0.0 | 0.0 | 0.0 |
| 1047 P | CT | New Britain Trans | MB | 8 | 96.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 25.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 46.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 195.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 221.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1041 | CT | Westport TD | MB | 15 | 71.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 71.3 | 0.1 | 0.0 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 248.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 194.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 93.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 143.3 | 4.6 | 0.0 | 0.0 | 0.0 |
| 4050 | FL | Smyrna TS | MB | 4 | 0.0 | 14.3 | 0.0 | 0.0 | 0.0 |
| 4021 | GA | Albany TS | MB | 10 | 133.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4047 | GA | Athens TS | MB | 10 | 84.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4058 | GA | Rome TD | MB | 20 | 0.0 | 129.0 | 0.0 | 0.0 | 0.0 |
| 7007 | IA | Bettendorf TS | MB | 3 | 9.3 | 14.8 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 0.0 | 4.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 7 | 9.3 | 19.1 | 0.0 | 0.0 | 0.0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 137.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 50.9 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 7009 | IA | Davenport Public Transit | MB | 20 | 241.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 92.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 13 | 92.6 | 6.3 | 0.0 | 0.0 | 0.0 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 15.1 | 0.0 | 17.5 | 0.0 | 0.0 |
| | | | DR | 6 | 0.0 | 1.6 | 6.5 | 0.0 | 0.0 |
| | | | TOTAL | 9 | 15.1 | 1.6 | 24.0 | 0.0 | 0.0 |
| 5063 | IL | Auarora Transit | MB | 18 | 202.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 0.3 | 4.6 | 0.0 | 0.0 | 0.0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 165.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 173.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5068 | IL | Elgin-DOT | MB | 18 | 227.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5074 | IL | Highland Park Transit | MB | 4 | 40.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5055 | IL | Loves Park TS | MB | 4 | 25.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 16.7 | 3.7 | 0.0 | 0.0 | 0.0 |
| 5078 | IL | Village of Niles | MB | 7 | 25.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 116.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 18.3 | 27.1 | 13.8 | 0.0 | 0.0 |
| 5041 | IN | City of Anderson TS | MB | 8 | 68.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 12.1 | 2.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 10 | 80.9 | 2.5 | 0.0 | 0.0 | 0.0 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 33.1 | 0.3 | 0.0 | 0.0 | 0.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 0.0 | 52.5 | 0.0 | 0.0 | 0.0 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 195.1 | 7.1 | 0.0 | 0.0 | 0.0 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 167.3 | 5.5 | 0.0 | 0.0 | 0.0 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 224.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 22 | 230.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5105 | IN | Portage Township | DR | 4 | 0.0 | 8.5 | 0.0 | 0.0 | 0.0 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 94.9 | 0.0 | 0.0 | 0.0 | 0.0 |

### TABLE 3.12 as of 06/02/86 — continued

### ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 7014 | KS | Topeka MTA | MB | 22 | 202.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 14.2 | 0.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 216.6 | 0.7 | 0.0 | 0.0 | 0.0 |
| 4016 | KY | Ashland Bus System | MB | 6 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4020 | KY | Owensboro TS | MB | 6 | 48.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6025 | LA | Alexandria TS | MB | 11 | 131.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 6.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 13 | 131.9 | 6.8 | 0.0 | 0.0 | 0.0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 21.4 | 1.3 | 0.0 | 0.0 | 0.0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 240.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 148.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6023 | LA | Lake Charles TS | MB | 9 | 80.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6026 | LA | Monroe TS | MB | 13 | 135.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 578.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 113.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | 0.0 | 13.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 21 | 113.8 | 13.4 | 0.0 | 0.0 | 0.0 |
| 3041 | MD | Allegany County TAu | MB | 13 | 76.9 | 4.8 | 0.0 | 0.0 | 0.0 |
| 3040 | MD | City of Annapolis | MB | 20 | 49.0 | 24.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | 1.9 | 3.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 50.9 | 27.7 | 0.0 | 0.0 | 0.0 |
| 3043 | MD | Columbia TS | MB | 6 | 45.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 72.6 | 17.2 | 0.0 | 0.0 | 0.0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 70.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 110.0 | 0.8 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 17 | 110.0 | 12.0 | 0.0 | 0.0 | 0.0 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 80.0 | 25.4 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 36.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 132.1 | 1.5 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 11.2 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 18 | 132.1 | 12.7 | 0.0 | 0.0 | 0.0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 59.0 | 5.9 | 0.0 | 0.0 | 0.0 |
| 8012 | MT | Great Falls TD | MB | 13 | 107.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 77.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4005 | NC | Asheville TA | MB | 17 | 137.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 167.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 59.6 | 1.1 | 0.0 | 0.0 | 0.0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 0.5 | 38.1 | 0.8 | 0.0 | 0.0 |
| 4011 | NC | High Point City TS | MB | 16 | 92.3 | 1.5 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 19 | 92.3 | 10.2 | 0.0 | 0.0 | 0.0 |
| 4006 | NC | Wilmington TA | MB | 12 | 118.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 14 | 118.8 | 3.5 | 0.0 | 0.0 | 0.0 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 70.4 | 3.7 | 0.0 | 0.0 | 0.0 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 92.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2005 | NY | Chemung County TS | MB | 21 | 172.8 | 26.4 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 7.3 | 2.7 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 24 | 180.1 | 29.1 | 0.0 | 0.0 | 0.0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 62.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 69.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 92.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 92.2 | 1.3 | 0.0 | 0.0 | 0.0 |
| 2006 | NY | Long Beach TA | MB | 8 | 57.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 38.2 | 17.3 | 0.0 | 0.0 | 0.0 |
| 2083 P | NY | New York - Easyride | DR | 12 | 0.0 | 36.2 | 0.0 | 0.0 | 0.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 0.0 | 25.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.12 as of 06/02/86 — continued

## ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 37.3 | 2.1 | 0.0 | 0.0 | 0.0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 0.0 | 36.4 | 0.0 | 0.0 | 0.0 |
| | | | TR | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 1019.5 |
| | | | TOTAL | 8 | 0.0 | 36.4 | 0.0 | 0.0 | 1019.5 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 3550.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 15.5 | 2.2 | 0.0 | 0.0 | 0.0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 0.0 | 197.9 | 0.0 | 0.0 | 0.0 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 77.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 12 | 77.7 | 3.0 | 0.0 | 0.0 | 0.0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 144.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 22 | 150.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 76.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 14 | 76.1 | 1.8 | 0.0 | 0.0 | 0.0 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 0.0 | 19.3 | 0.0 | 0.0 | 0.0 |
| 5019 | OH | Middletown TS | MB | 4 | 41.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5013 | OH | Norwood Transit System | MB | 2 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 4 | 6.9 | 3.6 | 0.0 | 0.0 | 0.0 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 47.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 47.6 | 35.1 | 0.0 | 0.0 | 0.0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 229.1 | 2.8 | 0.0 | 0.0 | 0.0 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 42.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 22.5 | 27.1 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | 0.0 | 15.6 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 13 | 22.5 | 42.7 | 0.0 | 0.0 | 0.0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 158.5 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 3027 | PA | York Area TA | MB | 14 | 168.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 83.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 10.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4057 | TN | Jackson TA | MB | 10 | 78.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4054 | TN | Johnson City TS | MB | 5 | 39.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6040 | TX | Abilene Transit System | MB | 12 | 97.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 85.4 | 61.0 | 0.0 | 0.0 | 0.0 |
| 6041 | TX | Arlington Handitran | DR | 4 | 0.0 | 24.9 | 0.0 | 0.0 | 0.0 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 196.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 202.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6014 | TX | City of Brownsville | MB | 17 | 195.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 109.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 211.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 42.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6037 | TX | San Angelo TD | MB | 6 | 69.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6012 | TX | Waco Transit System | MB | 18 | 91.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 20 | 93.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 35.8 | 10.1 | 0.0 | 0.0 | 0.0 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3036 | VA | Charlottesville Transit | MB | 8 | 107.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 |
| | | | DR | 15 | 0.0 | 26.4 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 16 | 0.0 | 35.2 | 0.0 | 0.0 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 271.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 85.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1066 | VT | Chittenden County TA | MB | 20 | 218.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0016 | WA | City of Longview | MB | 4 | 37.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0023 | WA | City of Seattle | SC | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 174.3 |
| | | | AG | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 486.3 |
| | | | TOTAL | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 660.6 |

TABLE 3.12 as of 06/02/86 — continued

**ENERGY CONSUMPTION: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | SOURCES OF ENERGY | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | GALLONS OF DIESEL FUEL IN THOUSANDS | GALLONS OF GASOLINE IN THOUSANDS | GALLONS OF LPG OR LNG IN THOUSANDS | GALLONS OF BUNKER FUEL IN THOUSANDS | KILOWATT HOURS OF POWER IN THOUSANDS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 0.0 | 30.6 | 0.0 | 0.0 | 0.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 12651.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 75.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5109 | WI | Beloit Transit System | MB | 12 | 57.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 165.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5002 | WI | Green Bay TS | MB | 24 | 254.2 | 2.0 | 0.0 | 0.0 | 0.0 |
| 5108 | WI | Janesville Transit System | MB | 15 | 131.1 | 1.6 | 0.0 | 0.0 | 0.0 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 163.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 181.7 | 8.1 | 0.0 | 0.0 | 0.0 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 89.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 89.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 86.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 19.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TOTAL | 6 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 167.4 | 9.5 | 0.0 | 0.0 | 0.0 |

TABLE 3.13 as of 06/02/86

## TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 9021 | CA | Los Angeles-SCRTD | MB | 2.5 | 21.6 | 4902.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 0.0 | 44.1 | 2637.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | RR | 0.0 | 0.0 | 0.0 | 0.0 | 93.3 | 106.3 | 0 | 51 |
| 5066 | IL | Chicago-CTA | MB | 7.5 | 0.0 | 1428.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | RR | 0.0 | 0.0 | 0.0 | 0.0 | 191.0 | 212.6 | 25 | 143 |
| 1003 | MA | Boston-MBTA | MB | 10.6 | 1.9 | 1413.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | RR | 0.0 | 0.0 | 0.0 | 0.0 | 76.3 | 106.3 | 0 | 49 |
|  |  |  | SC | 0.0 | 0.0 | 0.0 | 0.0 | 55.9 | 77.1 | 48 | 33 |
|  |  |  | TB | 21.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | FB | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0 | 0 |
| 2080 | NJ | Newark-NJT Corp | MB | 0.0 | 0.0 | 3086.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | SC | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 8.3 | 1 | 11 |
|  |  |  | CR | 0.0 | 0.0 | 0.0 | 0.0 | 660.6 | 706.7 | 202 | 149 |
| 2008 | NY | New York CTA | MB | 0.3 | 27.3 | 1802.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | RR | 0.0 | 0.0 | 0.0 | 0.0 | 482.5 | 685.5 | 0 | 463 |
| 2100 | NY | New York-LIRR | CR | 0.0 | 0.0 | 0.0 | 0.0 | 623.3 | 680.5 | 0 | 140 |
| 3019 | PA | Philadelphia-SEPTA | MB | 2.4 | 6.3 | 2373.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | RR | 0.0 | 0.0 | 0.0 | 0.0 | 75.5 | 98.2 | 0 | 127 |
|  |  |  | SC | 0.0 | 0.0 | 0.0 | 0.0 | 178.7 | 200.6 | 1703 | 15 |
|  |  |  | TB | 47.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | CR | 0.0 | 0.0 | 0.0 | 0.0 | 553.0 | 638.0 | 103 | 177 |
| 3022 | PA | Pittsburgh-PAT | MB | 27.8 | 0.0 | 2449.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | SC | 0.0 | 0.0 | 0.0 | 0.0 | 32.8 | 36.6 | 26 | 0 |
|  |  |  | IP | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0 | 2 |
| 0001 | WA | Seattle Metro | MB | 0.0 | 35.7 | 1904.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | TB | 110.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 9014 | CA | Alameda-Contra Costa TD | MB | 0.4 | 0.7 | 2230.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9015 | CA | San Francisco-MUNI | MB | 0.0 | 8.5 | 436.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | SC | 0.0 | 0.0 | 0.0 | 0.0 | 41.1 | 41.1 | 230 | 0 |
|  |  |  | TB | 110.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | CC | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 | 8.8 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

## TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL | | | | RAIL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIRECTIONAL ROUTE MILES ON | | | FERRYBOAT | | | | |
| | | | | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 8006 | CO | Denver-RTD | MB | 2.0 | 5.4 | 2254.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 1.2 | 24.6 | 1434.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| | | | RR | 0.0 | 0.0 | 0.0 | 0.0 | 21.2 | 22.6 | 0 | 0 |
| 4022 | GA | Atlanta-MARTA | MB | 0.0 | 0.2 | 2150.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| | | | RR | 0.0 | 0.0 | 0.0 | 0.0 | 34.2 | 46.8 | 0 | 20 |
| 3034 | MD | Baltimore-MTA | RR | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | 18.3 | 0 | 9 |
| 5119 | MI | City of Detroit DeptOTr | MB | 0.0 | 0.0 | 1457.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5027 | MN | Minneapolis MTC | MB | 8.4 | 0.0 | 2419.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7006 | MO | St Louis-Bi-State | MB | 7.9 | 7.9 | 2154.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2078 | NY | New York-MTNR | CR | 0.0 | 0.0 | 0.0 | 0.0 | 674.9 | 748.5 | 0 | 113 |
| 5015 | OH | Cleveland RTA | MB | 0.0 | 0.0 | 725.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| | | | RR | 0.0 | 0.0 | 0.0 | 0.0 | 38.2 | 41.4 | 0 | 18 |
| | | | SC | 0.0 | 0.0 | 0.0 | 0.0 | 26.0 | 28.3 | 19 | 29 |
| 0008 | OR | Portland-Tri-County MTD | MB | 0.0 | 0.0 | 1407.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6004 | TX | Dallas TS | MB | 0.3 | 11.0 | 1349.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6008 | TX | Houston-MTA | MB | 0.0 | 31.0 | 1898.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5008 | WI | Milwaukee County TS | MB | 0.0 | 0.0 | 1345.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 0.0 | 0.0 | 2170.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 0.0 | 11.1 | 570.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| | | | FB | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 0.0 | 0 | 0 |
| 9003 | CA | San Francisco-BART | RR | 0.0 | 0.0 | 0.0 | 0.0 | 142.0 | 184.2 | 0 | 0 |
| 9009 | CA | San Mateo County District | MB | 0.0 | 0.0 | 811.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9013 | CA | Santa Clara County TD | MB | 0.0 | 0.0 | 1207.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9002 | HI | Honolulu DOT Service | MB | 0.2 | 8.3 | 809.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 0.0 | 0.0 | 0.0 | 0.0 | 309.4 | 387.7 | 162 | 62 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 0.0 | 0.0 | 0.0 | 0.0 | 255.0 | 246.0 | 166 | 64 |
| 6032 | LA | New Orleans Public Svc | MB | 2.2 | 0.0 | 492.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| | | | SC | 0.0 | 0.0 | 0.0 | 0.0 | 13.2 | 13.2 | 121 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
|  |  |  |  | **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |
| 5031 | MI | Detroit - SEMTA | MB | 0.0 | 0.0 | 1251.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2002 | NY | Albany-Capital Dist TA | MB | 0.0 | 0.0 | 1042.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 0.1 | 0.0 | 1826.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2007 | NY | East Meadow-MSBA | MB | 0.0 | 0.0 | 888.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2098 | NY | New York-PATH | RR | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 35.8 | 3 | 13 |
| 5012 | OH | Cincinnati-SORTA | MB | 0.5 | 0.0 | 1208.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 0.0 | 0.0 | 800.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 11.2 | 0.0 | 220.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 0.3 | 0.0 | 1482.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 0.0 | 0.0 | 1219.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 0.0 | 0.0 | 501.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  |  | **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 0.0 | 0.0 | 415.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9033 | AZ | City of Tuscon MTS | MB | 0.0 | 0.0 | 422.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9124 P | AZ | Phoenix Transit System | MB | 0.0 | 0.0 | 1242.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9023 | CA | Long Beach PTC | MB | 0.0 | 1.3 | 407.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9019 | CA | Sacramento RTD | MB | 2.1 | 0.0 | 840.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 0.0 | 0.0 | 561.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9026 | CA | San Diego TS | MB | 0.8 | 0.5 | 868.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1048 P | CT | Hartford-Conn Transit | MB | 0.0 | 0.0 | 900.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 0.0 | 0.0 | 453.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3031 | DE | Wilmington-DART | MB | 0.0 | 0.0 | 390.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 0.0 | 0.0 | 739.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4041 | FL | Hillborough Area RTA | MB | 0.0 | 0.9 | 772.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4040 | FL | Jacksonville TA | MB | 0.0 | 0.0 | 1033.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5122 P | IL | Chicago-Burlington North | CR | 0.0 | 0.0 | 0.0 | 0.0 | 76.0 | 114.5 | 39 | 26 |
| 5120 P | IL | Chicago-Illinois Central | CR | 0.0 | 0.0 | 0.0 | 0.0 | 155.6 | 177.9 | 81 | 56 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 0.0 | 0.0 | 541.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5050 | IN | Indianapolis PTC | MB | 2.7 | 0.0 | 731.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

**TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 4018 | KY | Louisville-TA River City | MB | 0.0 | 0.0 | 1102.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3051 | MD | Rockville-Ride-On | MB | 0.0 | 0.0 | 335.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5033 | MI | Grand Rapids Area TA | MB | 0.0 | 0.0 | 266.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7005 | MO | Kansas City Area TA | MB | 0.0 | 0.6 | 834.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4008 | NC | Charlotte TS | MB | 0.0 | 0.0 | 357.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7001 | NE | Lincoln Transp. System | MB | 0.0 | 0.0 | 230.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7002 | NE | TA of Omaha | MB | 0.0 | 0.0 | 647.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 0.0 | 0.0 | 107.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 0.0 | 0.0 | 120.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2038 | NY | New York-Green Bus Lines | MB | 0.0 | 0.0 | 193.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2043 | NY | Queens Transit Corp | MB | 0.0 | 0.0 | 103.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2113 | NY | Rochester-RTS | MB | 0.0 | 0.0 | 593.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2045 | NY | Steinway Transit Corp. | MB | 0.0 | 0.0 | 89.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 0.0 | 0.0 | 363.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 0.0 | 0.0 | 264.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 0.0 | 0.0 | 122.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 0.0 | 0.0 | 243.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 0.0 | 0.0 | 850.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | TB | 133.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5022 | OH | Toledo RTA | MB | 0.0 | 0.0 | 796.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 0.0 | 0.0 | 447.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4003 | TN | Memphis Area TA | MB | 0.0 | 0.0 | 686.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4004 | TN | Nashville-MTA | MB | 0.0 | 0.0 | 261.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6006 | TX | El Paso PTA | MB | 0.0 | 0.0 | 397.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6007 | TX | Fort Worth CITRAN | MB | 0.0 | 0.0 | 364.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3006 | VA | Gr Richmond Transit Comp | MB | 0.0 | 0.0 | 379.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3004 | VA | Hampton-Pentran | MB | 0.0 | 0.0 | 457.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0002 | WA | Spokane Transit Authority | MB | 0.0 | 0.0 | 553.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 0.0 | 0.0 | 696.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5005 | WI | Madison Metro | MB | 0.0 | 6.3 | 353.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 0012 | AK | Anchorage-People Mover | MB | 0.0 | 0.0 | 290.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6033 | AR | Little Rock-Metroplan | MB | 0.0 | 0.0 | 368.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9078 | CA | Central Contra Costa TS | MB | 0.0 | 0.0 | 604.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9027 | CA | Fresno TS | MB | 0.0 | 0.0 | 377.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9030 | CA | N San Diego Transit Dev | MB | 0.0 | 0.0 | 1107.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9031 | CA | Riverside Transit Agency | MB | 0.0 | 0.0 | 396.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9006 | CA | Santa Cruz MTD | MB | 0.0 | 0.0 | 469.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 0.0 | 0.0 | 258.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9012 | CA | Stockton MTD | MB | 0.0 | 0.0 | 195.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8005 | CO | Colorado Springs Transit | MB | 0.0 | 0.0 | 313.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1050 | CT | Greater Bridgeport TD | MB | 0.1 | 0.0 | 336.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4035 | FL | Orlando TCT | MB | 0.0 | 0.0 | 855.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4027 | FL | Pinellas Suncoast TA | MB | 0.0 | 0.0 | 494.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4039 | FL | St. Petersburg MuTSys | MB | 0.0 | 0.0 | 184.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7010 | IA | Des Moines MTA | MB | 0.0 | 0.0 | 300.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5056 | IL | Greater Peoria Mass TD | MB | 0.0 | 0.0 | 113.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5058 | IL | Rockford MTD | MB | 0.0 | 0.0 | 289.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 0.0 | 0.0 | 428.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 0.0 | 0.0 | 394.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5044 | IN | Fort Wayne PTC | MB | 0.4 | 0.0 | 210.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5052 | IN | South Bend PTC | MB | 0.1 | 0.0 | 162.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 0.3 | 0.0 | 304.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 0.0 | 0.0 | 174.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 0.0 | 0.0 | 300.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1004 | MA | Brockton Area TA | MB | 0.0 | 0.0 | 187.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1006 | MA | New Bedford SERTA | MB | 0.0 | 0.0 | 189.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 0.0 | 0.0 | 170.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1014 | MA | Worcester RTA | MB | 0.0 | 0.0 | 323.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 0.0 | 0.0 | 1481.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5032 | MI | Flint-MTA | MB | 0.0 | 0.0 | 177.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

**TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 5036 | MI | Lansing-Capital Area TA | MB | 0.0 | 0.0 | 246.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 0.0 | 0.0 | 231.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5025 | MN | Duluth TA | MB | 0.0 | 0.0 | 208.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 0.0 | 0.0 | 268.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4012 | NC | Winston-Salem TA | MB | 0.0 | 0.0 | 147.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 0.0 | 5.2 | 390.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 0.0 | 0.0 | 0.0 | 0.0 | 30.5 | 30.5 | 0 | 12 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 0.0 | 0.0 | 688.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 0.0 | 0.0 | 610.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 0.0 | 0.0 | 345.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2039 | NY | New York-Jamaica Bus | MB | 0.0 | 0.0 | 43.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6017 | OK | Central Oklahoma PTA | MB | 0.0 | 0.0 | 115.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 0.0 | 0.0 | 568.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 0.0 | 0.0 | 520.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3010 | PA | Allentown-LANTA | MB | 0.0 | 0.0 | 421.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3013 | PA | Erie MTA | MB | 0.0 | 0.0 | 250.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3014 | PA | Harrisburg-CAT | MB | 0.5 | 0.5 | 119.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3024 | PA | Reading-BARTA | MB | 0.0 | 0.0 | 478.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 0.0 | 0.0 | 109.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4001 | TN | Chattanooga Area RTA | MB | 0.0 | 0.0 | 287.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | IP | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 1.0 | 0 | 0 |
| 4002 | TN | Knoxville Trans Auth | MB | 0.0 | 0.0 | 338.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6002 | TX | Austin TS | MB | 0.3 | 0.0 | 330.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6003 | TX | Corpus Christi TS | MB | 0.0 | 0.0 | 201.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0020 | WA | Kitsap County Transit | MB | 0.0 | 0.0 | 599.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 0.0 | 0.0 | 55.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 0.0 | 6.0 | 230.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0024 | WA | Vancouver-C-Tran | MB | 0.0 | 1.5 | 397.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 0.0 | 0.0 | 313.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL | | | | RAIL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIRECTIONAL ROUTE MILES ON | | | FERRYBOAT | | | | |
| | | | | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 0.0 | 0.0 | 288.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4044 | AL | Montgomery Area TS | MB | 0.0 | 0.0 | 162.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 0.0 | 0.0 | 286.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9010 | CA | City of Torrance TS | MB | 0.0 | 0.0 | 175.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 0.0 | 0.0 | 161.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9007 | CA | Modesto Intracity Transit | MB | 0.0 | 0.0 | 166.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 0.0 | 0.0 | 114.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9062 | CA | Monterey-Salinas Transit | MB | 0.0 | 0.0 | 410.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9020 | CA | Santa Barbara MTD | MB | 0.0 | 0.0 | 238.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1057 | CT | Norwalk TD | MB | 0.0 | 0.0 | 95.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 0.0 | 0.0 | 309.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 0.0 | 0.0 | 158.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4030 | FL | Gainesville-RTS | MB | 0.0 | 0.0 | 131.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 0.0 | 0.0 | 224.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 0.1 | 0.0 | 179.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 0.0 | 0.0 | 401.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4023 | GA | Augusta TD | MB | 0.0 | 0.0 | 119.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4024 | GA | Columbus-METRA | MB | 0.0 | 0.0 | 268.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4025 | GA | Savannah TA | MB | 0.0 | 0.0 | 248.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 0.0 | 0.0 | 84.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7018 | IA | City of Iowa City Transit | MB | 0.0 | 0.0 | 76.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7012 | IA | Sioux City TS | MB | 0.0 | 0.0 | 131.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 0.0 | 0.0 | 78.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0011 | ID | Boise-Urban Stages | MB | 0.0 | 0.0 | 158.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5060 | IL | Champaign-Urbana MTD | MB | 0.0 | 0.0 | 171.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5061 | IL | Decatur Public TS | MB | 0.0 | 0.0 | 112.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5075 | IL | Joliet Mass TD | MB | 0.0 | 0.0 | 301.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5057 | IL | Rock Island County MTD | MB | 0.0 | 0.0 | 140.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5059 | IL | Springfield MTD | MB | 0.0 | 0.0 | 129.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 0.0 | 0.0 | 219.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

**TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL | | | | RAIL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIRECTIONAL ROUTE MILES ON | | | FERRYBOAT | | | | |
| | | | | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5045 | IN | Gary PTC | MB | 0.0 | 0.0 | 179.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 0.0 | 0.0 | 325.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 0.0 | 0.0 | 100.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6024 | LA | Shreveport Area TS | MB | 0.0 | 0.0 | 319.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1005 | MA | Lowell RTA | MB | 0.0 | 0.0 | 114.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1016 | ME | Gr Portland Transit Dist | MB | 0.0 | 0.0 | 106.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5034 P | MI | Jackson PTC | MB | 0.0 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 0.0 | 0.0 | 228.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5039 | MI | Saginaw TS | MB | 0.0 | 0.0 | 103.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7003 | MO | Springfield City Utility | MB | 0.0 | 0.0 | 150.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4015 | MS | Jackson-JATRAN | MB | 0.0 | 0.0 | 212.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8004 | MT | Billings Metro Transit | MB | 0.0 | 0.0 | 165.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4051 | NC | Chapel Hill Transit | MB | 0.0 | 0.0 | 73.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1002 | NH | Manchester TA | MB | 0.0 | 0.0 | 223.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9045 P | NV | Las Vegas Transit | MB | 0.0 | 0.0 | 164.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 0.0 | 0.0 | 175.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 0.0 | 0.0 | 196.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2099 | NY | Staten Island Rapid Trans | CR | 0.0 | 0.0 | 0.0 | 0.0 | 28.6 | 28.6 | 0 | 22 |
| 5011 | OH | Canton RTA | MB | 0.0 | 0.0 | 148.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5024 | OH | Youngstown-Western Res | MB | 0.0 | 0.0 | 155.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0025 | OR | Salem Area MTD | MB | 0.0 | 0.0 | 123.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3011 | PA | Altoona-Amtran | MB | 0.0 | 0.0 | 408.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 0.0 | 0.0 | 256.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 0.0 | 0.0 | 319.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 0.0 | 0.0 | 326.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3054 | PA | St College-Centre ArTAu | MB | 0.0 | 0.0 | 158.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4053 | SC | Greenville TA | MB | 0.0 | 0.0 | 76.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6010 | TX | City of Lubbock | MB | 0.0 | 0.0 | 143.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 0.0 | 0.0 | 206.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0021 | WA | Bellingham Muni Transit | MB | 0.0 | 0.0 | 97.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 0005 | WA | City of Everett Trans. | MB | 0.0 | 0.0 | 94.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0019 | WA | Olympia-Intercity Transit | MB | 0.0 | 0.0 | 190.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0006 | WA | Yakima-Transit Fund | MB | 0.0 | 0.0 | 71.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5001 | WI | Appleton-Valley Transit | MB | 0.0 | 0.0 | 160.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5006 | WI | Belle Urban System | MB | 0.0 | 0.0 | 151.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5003 | WI | Kenosha Transit Comm | MB | 0.0 | 0.0 | 136.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5004 | WI | La Crosse Municipal TU | MB | 0.0 | 0.0 | 68.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 9043 | CA | City of Commerce | MB | 0.0 | 0.0 | 85.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9092 | CA | City of Fairfield | MB | 0.0 | 0.0 | 54.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9050 | CA | City of Simi Valley TS | MB | 0.0 | 0.0 | 74.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 0.0 | 0.0 | 78.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 0.0 | 0.0 | 39.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9088 | CA | Napa City Bus | MB | 0.0 | 0.0 | 56.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9022 | CA | Norwalk TS | MB | 0.0 | 0.0 | 152.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 0.0 | 0.0 | 147.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 0.0 | 0.0 | 200.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 9054 | CA | San Diego Trolley | SC | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 | 16.6 | 57 | 18 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 0.0 | 0.0 | 112.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8010 | CO | City of Greeley | MB | 0.0 | 0.0 | 155.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8011 | CO | Fort Collins-Transport | MB | 0.0 | 0.0 | 131.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8007 | CO | Pueblo Transportation Co | MB | 0.0 | 0.0 | 77.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1047 P | CT | New Britain Trans | MB | 0.0 | 0.0 | 60.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 0.0 | 0.0 | 36.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 0.0 | 0.0 | 53.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1040 | CT | Norwich-Southeast Area | MB | 0.0 | 0.0 | 320.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 0.0 | 0.0 | 112.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1041 | CT | Westport TD | MB | 0.0 | 0.0 | 170.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4038 | FL | Escambia County TSys | MB | 0.0 | 0.0 | 141.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

**TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL | | | | RAIL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIRECTIONAL ROUTE MILES ON | | | FERRYBOAT | | | | |
| | | | | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4028 | FL | Fort Myers-Lee County TS | MB | 0.0 | 0.0 | 476.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4031 | FL | Lakeland Area MTD | MB | 0.0 | 0.0 | 97.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 0.0 | 0.0 | 247.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4050 | FL | Smyrna TS | MB | 0.0 | 0.0 | 52.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4021 | GA | Albany TS | MB | 0.0 | 0.0 | 84.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4047 | GA | Athens TS | MB | 0.0 | 0.0 | 88.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4058 | GA | Rome TD | MB | 0.0 | 0.0 | 59.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7007 | IA | Bettendorf TS | MB | 0.0 | 0.0 | 26.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 0.0 | 0.0 | 313.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7030 | IA | Coralville Iowa Transit | MB | 0.0 | 0.0 | 33.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7009 | IA | Davenport Public Transit | MB | 0.0 | 0.0 | 98.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 7019 | IA | University of Iowa-Cambus | MB | 0.0 | 0.0 | 26.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0022 | ID | Pocatello Urban Transit | MB | 0.0 | 0.0 | 58.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5063 | IL | Auarora Transit | MB | 0.0 | 0.0 | 110.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5047 | IL | Bloomington-Public TS | MB | 0.0 | 0.0 | 130.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5068 | IL | Elgin-DOT | MB | 0.0 | 0.0 | 222.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5074 | IL | Highland Park Transit | MB | 0.0 | 0.0 | 44.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5055 | IL | Loves Park TS | MB | 0.0 | 0.0 | 30.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 0.0 | 0.0 | 33.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 0.0 | 0.0 | 152.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5078 | IL | Village of Niles | MB | 0.0 | 0.0 | 120.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 0.0 | 0.0 | 37.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5110 | IN | Bloomington Public TrCorp | MB | 0.0 | 0.0 | 73.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5041 | IN | City of Anderson TS | MB | 0.0 | 0.0 | 80.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5042 | IN | East Chicago Bus TS | MB | 0.0 | 0.0 | 67.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5051 | IN | Greater Lafayette PTC | MB | 0.0 | 0.0 | 119.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5043 | IN | Metro Evansville TS | MB | 0.0 | 0.0 | 174.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5054 | IN | Muncie Indiana PTC | MB | 0.0 | 0.0 | 175.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5053 | IN | Terre Haute Transit Util | MB | 0.0 | 0.0 | 94.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 7014 | KS | Topeka MTA | MB | 0.0 | 0.0 | 139.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4016 | KY | Ashland Bus System | MB | 0.0 | 0.0 | 54.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 0.0 | 0.0 | 29.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4020 | KY | Owensboro TS | MB | 0.0 | 0.0 | 41.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6025 | LA | Alexandria TS | MB | 0.0 | 0.0 | 98.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 0.0 | 0.0 | 54.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6029 | LA | Gretna-Westside Transit | MB | 0.0 | 0.0 | 94.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6038 | LA | Lafayette-COLT | MB | 0.0 | 0.0 | 87.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6023 | LA | Lake Charles TS | MB | 0.0 | 0.0 | 59.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6026 | LA | Monroe TS | MB | 0.0 | 0.0 | 98.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0 | 0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 0.0 | 0.0 | 176.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3041 | MD | Allegany County TAu | MB | 0.0 | 0.0 | 183.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3040 | MD | City of Annapolis | MB | 0.0 | 0.0 | 30.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3043 | MD | Columbia TS | MB | 0.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 0.0 | 0.0 | 90.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1088 | ME | Casco Bay Island TD | FB | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0 | 0 |
| 5030 | MI | Battle Creek Transit | MB | 0.0 | 0.0 | 92.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5037 | MI | Muskegon Are TA | MB | 0.0 | 0.0 | 232.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 0.0 | 0.0 | 80.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8012 | MT | Great Falls TD | MB | 0.0 | 0.0 | 87.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8009 | MT | Missoula Urban TD | MB | 0.0 | 0.0 | 116.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4005 | NC | Asheville TA | MB | 0.0 | 0.0 | 156.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4009 | NC | Fayetteville Area Transit | MB | 0.0 | 0.0 | 123.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4010 | NC | Gastonia Transit Dept | MB | 0.0 | 0.0 | 85.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4011 | NC | High Point City TS | MB | 0.0 | 0.0 | 118.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4006 | NC | Wilmington TA | MB | 0.0 | 0.0 | 84.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8008 | ND | Grand Forks City Bus | MB | 0.0 | 0.0 | 56.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 0.0 | 0.0 | 350.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

**TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 2005 | NY | Chemung County TS | MB | 0.0 | 0.0 | 259.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 0.0 | 0.0 | 47.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 0.0 | 0.0 | 159.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2071 | NY | Huntington Area Rapid | MB | 0.0 | 0.0 | 255.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2006 | NY | Long Beach TA | MB | 0.0 | 0.0 | 27.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 0.0 | 0.0 | 83.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2015 | NY | Rome-VIP Transportation | MB | 0.0 | 0.0 | 62.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
|  |  |  | TR | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2082 | NY | Staten Island Ferry | FB | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0 | 0 |
| 2089 | NY | Village of Spring Valley | MB | 0.0 | 0.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 0.0 | 0.0 | 36.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5018 | OH | Hamilton City Lines | MB | 0.0 | 0.0 | 790.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 0.9 | 0.0 | 58.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5093 | OH | Lima-Allen County RTA | MB | 0.0 | 0.0 | 83.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5019 | OH | Middletown TS | MB | 0.0 | 0.0 | 61.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5013 | OH | Norwood Transit System | MB | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5020 P | OH | Springfield Bus Company | MB | 0.0 | 0.0 | 66.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 0.0 | 0.0 | 112.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 0.0 | 0.0 | 204.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3017 P | PA | Nanticoke Public Service | MB | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 0.0 | 0.0 | 43.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 0.0 | 0.0 | 47.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 0.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3026 | PA | Williamsport-City Bus | MB | 0.0 | 0.0 | 72.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3027 | PA | York Area TA | MB | 0.0 | 0.0 | 122.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 0.0 | 0.0 | 195.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4055 | TN | Bristol Tennessee Transit | MB | 0.0 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4057 | TN | Jackson TA | MB | 0.0 | 0.0 | 45.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 4054 | TN | Johnson City TS | MB | 0.0 | 0.0 | 51.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL |  |  |  | RAIL |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | DIRECTIONAL ROUTE MILES ON |  |  | FERRYBOAT |  |  |  |  |
|  |  |  |  | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
|  |  |  |  | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |
| 6040 | TX | Abilene Transit System | MB | 0.0 | 0.0 | 93.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6001 | TX | Amarillo Transit System | MB | 0.0 | 0.0 | 96.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6016 | TX | Beaumont Transit System | MB | 0.0 | 0.0 | 94.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6014 | TX | City of Brownsville | MB | 0.0 | 0.0 | 177.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6015 | TX | Galveston Island Trans | MB | 0.0 | 0.0 | 54.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6009 | TX | Laredo Muni TS | MB | 0.0 | 0.0 | 140.3 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6013 | TX | Port Arthur Transit | MB | 0.0 | 0.0 | 71.6 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6037 | TX | San Angelo TD | MB | 0.0 | 0.0 | 56.4 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6012 | TX | Waco Transit System | MB | 0.0 | 0.0 | 93.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 6035 | TX | Wichita Falls TS | MB | 0.0 | 0.0 | 82.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3053 | VA | Bristol Virginia Transit | MB | 0.0 | 0.0 | 37.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3036 | VA | Charlottesville Transit | MB | 0.0 | 0.0 | 84.7 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 0.0 | 0.0 | 123.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3009 | VA | Petersburg Area Transit | MB | 0.0 | 0.0 | 39.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 1066 | VT | Chittenden County TA | MB | 0.0 | 0.0 | 95.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0016 | WA | City of Longview | MB | 0.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 0023 | WA | City of Seattle | SC | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 3.2 | 20 | 2 |
|  |  |  | AG | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 4.0 | 0 | 0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 0.0 | 0.0 | 0.0 | 79.8 | 0.0 | 0.0 | 0 | 0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 | 0 | 0 |
| 5109 | WI | Beloit Transit System | MB | 0.0 | 0.0 | 65.8 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5099 | WI | Eau Claire Transit | MB | 0.0 | 0.0 | 121.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5002 | WI | Green Bay TS | MB | 0.0 | 0.0 | 143.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5108 | WI | Janesville Transit System | MB | 0.0 | 0.0 | 413.5 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5009 | WI | Oshkosh Transit System | MB | 0.0 | 0.0 | 107.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5088 | WI | Sheboygan Transit | MB | 0.0 | 0.0 | 70.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5096 | WI | Waukesha Metro Transit | MB | 0.0 | 0.0 | 111.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 5091 | WI | Wausau Area Transit | MB | 0.0 | 0.0 | 58.0 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 0.0 | 0.0 | 199.2 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.13 as of 06/02/86 — continued

**TRANSIT WAY MILEAGE: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | NON-RAIL | | | | RAIL | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DIRECTIONAL ROUTE MILES ON | | | FERRYBOAT | | | | |
| | | | | EXCLUSIVE ROW | CON-TROLLED ROW | MIXED ROW | MILES OF WATERWAY | DIREC-TIONAL ROUTE MILES | MILES OF TRACK | NUMBER OF CROSSINGS | NUMBER OF STATIONS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 0.0 | 0.0 | 67.1 | 0.0 | 0.0 | 0.0 | 0 | 0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 0.0 | 0.0 | 131.9 | 0.0 | 0.0 | 0.0 | 0 | 0 |

TABLE 3.14 as of 06/02/86

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| | | **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | | | | | | | | | | | |
| | | OPERATING | | | 510.0 | 346.0 | 4935.0 | 215.0 | 237.0 | 1236.0 | 161.0 | 503.0 | 383.0 | 252.0 | 8778.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 89.0 | 22.0 | 111.0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | | | | | | | | | | | |
| | | OPERATING | | | 167.1 | 207.1 | 2572.4 | 137.6 | 155.0 | 659.1 | 95.8 | 110.5 | 104.6 | 221.6 | 4430.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 264 | | | | | | | | | | | |
| | | OPERATING | | | 122.7 | 268.1 | 243.0 | 256.1 | 252.6 | 413.6 | 647.8 | 42.3 | 151.7 | 495.5 | 2893.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5066 | IL | Chicago-CTA | MB | 1868 | | | | | | | | | | | |
| | | OPERATING | | | 345.3 | 356.3 | 4454.4 | 191.0 | 163.0 | 741.3 | 399.8 | 226.1 | 158.7 | 192.5 | 7228.4 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.1 | 15.9 | 0.0 | 0.6 | 13.6 | 0.0 | 30.6 | 0.1 | 61.0 |
| | | | RR | 890 | | | | | | | | | | | |
| | | OPERATING | | | 204.8 | 1097.8 | 886.1 | 140.7 | 118.1 | 366.8 | 797.6 | 98.0 | 119.2 | 144.6 | 3973.7 |
| | | CAPITAL | | | 0.3 | 3.3 | 22.5 | 11.9 | 7.3 | 17.4 | 187.2 | 0.0 | 23.0 | 0.1 | 273.0 |
| | | | DR | 40 | | | | | | | | | | | |
| | | OPERATING | | | 2.1 | 4.9 | 46.0 | 2.6 | 0.3 | 9.8 | 1.5 | 5.6 | 2.0 | 5.2 | 80.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1003 | MA | Boston-MBTA | MB | 717 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 301 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 90 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TB | 25 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | | | | | | | | | | | |
| | | OPERATING | | | 176.0 | 346.1 | 2423.0 | 111.5 | 92.8 | 662.0 | 28.0 | 321.3 | 64.1 | 378.9 | 4603.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 16 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 3.0 | 16.0 | 1.0 | 1.0 | 14.0 | 1.0 | 6.0 | 0.0 | 0.0 | 42.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | CR | 633 | | | | | | | | | | | |
| | | OPERATING | | | 48.0 | 406.0 | 706.0 | 48.0 | 29.0 | 662.0 | 618.0 | 0.0 | 169.0 | 151.0 | 2837.0 |
| | | CAPITAL | | | 0.0 | 53.0 | 0.0 | 25.0 | 50.0 | 22.0 | 272.0 | 0.0 | 4.0 | 0.0 | 426.0 |
| 2008 | NY | New York CTA | MB | 3252 | | | | | | | | | | | |
| | | OPERATING | | | 1301.0 | 88.0 | 8986.0 | 549.0 | 304.0 | 2239.0 | 336.0 | 549.0 | 456.0 | 422.0 | 15230.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 27.0 | 0.0 | 0.0 | 75.0 | 0.0 | 114.0 |
| | | | RR | 4932 | | | | | | | | | | | |
| | | OPERATING | | | 2246.0 | 4893.0 | 5480.0 | 2142.0 | 929.0 | 3410.0 | 4929.0 | 1870.0 | 3819.0 | 853.0 | 30571.0 |
| | | CAPITAL | | | 7.0 | 0.0 | 941.0 | 1150.0 | 0.0 | 852.0 | 696.0 | 0.0 | 202.0 | 9.0 | 3857.0 |
| 2100 | NY | New York-LIRR | CR | 1093 | | | | | | | | | | | |
| | | OPERATING | | | 658.0 | 333.0 | 1610.0 | 542.0 | 136.0 | 1428.0 | 698.0 | 274.0 | 512.0 | 215.0 | 6406.0 |
| | | CAPITAL | | | 5.0 | 93.0 | 37.0 | 6.0 | 25.0 | 0.0 | 433.0 | 0.0 | 62.0 | 51.0 | 712.0 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | | | | | | | | | | | |
| | | OPERATING | | | 142.7 | 67.4 | 2033.0 | 266.4 | 63.8 | 702.4 | 249.7 | 107.8 | 331.8 | 206.8 | 4171.8 |
| | | CAPITAL | | | 15.3 | 7.6 | 0.0 | 29.6 | 7.2 | 60.8 | 45.1 | 12.2 | 37.2 | 23.2 | 238.2 |
| | | | RR | 286 | | | | | | | | | | | |
| | | OPERATING | | | 37.0 | 519.0 | 506.0 | 162.5 | 26.4 | 247.3 | 221.1 | 41.6 | 136.4 | 88.2 | 1985.5 |
| | | CAPITAL | | | 4.0 | 0.0 | 0.0 | 17.5 | 2.6 | 30.9 | 19.7 | 4.4 | 13.6 | 8.8 | 101.5 |
| | | | SC | 186 | | | | | | | | | | | |
| | | OPERATING | | | 30.7 | 59.7 | 400.0 | 77.8 | 19.2 | 162.0 | 115.0 | 35.6 | 84.8 | 54.7 | 1039.5 |
| | | CAPITAL | | | 3.3 | 2.3 | 0.0 | 8.2 | 1.8 | 17.0 | 13.0 | 4.4 | 8.2 | 5.3 | 63.5 |
| | | | TB | 69 | | | | | | | | | | | |
| | | OPERATING | | | 6.4 | 3.6 | 116.0 | 12.7 | 4.5 | 40.0 | 26.3 | 8.2 | 19.1 | 14.5 | 251.3 |
| | | CAPITAL | | | 0.6 | 0.4 | 0.0 | 1.3 | 0.5 | 4.0 | 2.7 | 0.8 | 1.9 | 1.5 | 13.7 |
| | | | CR | 340 | | | | | | | | | | | |
| | | OPERATING | | | 62.4 | 450.6 | 200.0 | 185.3 | 28.7 | 227.6 | 247.6 | 60.2 | 12.4 | 21.7 | 1496.5 |
| | | CAPITAL | | | 1.6 | 7.7 | 16.7 | 4.7 | 1.3 | 10.4 | 11.4 | 2.8 | 0.6 | 0.3 | 57.5 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | | | | | | | | | | | |
| | | OPERATING | | | 27.2 | 155.6 | 1399.4 | 43.0 | 48.0 | 361.5 | 53.5 | 120.2 | 44.1 | 150.7 | 2403.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 1.1 | 4.4 | 10.4 |
| | | | SC | 46 | | | | | | | | | | | |
| | | OPERATING | | | 2.1 | 32.6 | 71.9 | 21.1 | 25.5 | 44.8 | 103.0 | 21.4 | 2.2 | 7.7 | 332.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 94.5 | 0.0 | 8.7 | 20.6 | 133.8 |
| | | | IP | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 4.0 | 1.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 7.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.3 |
| 0001 | WA | Seattle Metro | MB | 860 | | | | | | | | | | | |
| | | OPERATING | | | 216.6 | 47.1 | 1306.1 | 46.2 | 111.9 | 219.1 | 39.5 | 87.1 | 151.0 | 76.0 | 2300.6 |
| | | CAPITAL | | | 1.7 | 0.0 | 0.0 | 1.0 | 0.7 | 2.8 | 0.9 | 0.0 | 63.1 | 6.5 | 76.7 |
| | | | TB | 88 | | | | | | | | | | | |
| | | OPERATING | | | 16.8 | 0.0 | 240.2 | 3.4 | 0.7 | 22.2 | 0.9 | 8.0 | 1.0 | 0.2 | 293.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 4.2 | 0.1 | 5.1 |
| | | | VP | 106 | | | | | | | | | | | |
| | | OPERATING | | | 10.7 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 0.7 | 26.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | | | | | | | | | | | |
| | | OPERATING | | | 24.0 | 122.0 | 1416.0 | 23.0 | 8.0 | 237.0 | 18.0 | 66.0 | 93.0 | 160.0 | 2167.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | | | | | | | | | | | |
| | | OPERATING | | | 158.0 | 19.0 | 1030.0 | 53.0 | 30.0 | 170.0 | 16.0 | 112.0 | 119.0 | 46.0 | 1753.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 92 | | | | | | | | | | | |
| | | OPERATING | | | 40.0 | 5.0 | 246.0 | 91.0 | 51.0 | 230.0 | 70.0 | 143.0 | 29.0 | 11.0 | 916.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TB | 278 | | | | | | | | | | | |
| | | OPERATING | | | 113.0 | 14.0 | 702.0 | 41.0 | 23.0 | 105.0 | 18.0 | 66.0 | 81.0 | 32.0 | 1195.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | CC | 26 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 2.0 | 22.0 | 12.0 | 17.0 | 17.0 | 16.0 | 0.0 | 6.0 | 93.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 8006 | CO | Denver-RTD | MB | 613 | | | | | | | | | | | |
| | | OPERATING | | | 96.7 | 143.0 | 1035.0 | 69.0 | 72.0 | 296.0 | 33.0 | 84.0 | 54.0 | 146.6 | 2029.3 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 6.5 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | | | | | | | | | | | |
| | | OPERATING | | | 93.0 | 32.0 | 1006.0 | 53.0 | 52.0 | 274.0 | 9.0 | 119.0 | 67.0 | 79.0 | 1784.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 40 | | | | | | | | | | | |
| | | OPERATING | | | 14.0 | 30.0 | 30.0 | 44.0 | 3.0 | 24.0 | 21.0 | 32.0 | 112.0 | 57.0 | 367.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | | | | | | | | | | | |
| | | OPERATING | | | 62.0 | 10.0 | 1239.0 | 51.0 | 12.0 | 286.0 | 6.0 | 68.0 | 221.0 | 163.0 | 2118.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 78 | | | | | | | | | | | |
| | | OPERATING | | | 48.0 | 121.0 | 50.0 | 49.0 | 5.0 | 69.0 | 16.0 | 89.0 | 0.0 | 11.0 | 458.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 91.0 | 33.0 | 124.0 |
| 3034 | MD | Baltimore-MTA | MB | 712 | | | | | | | | | | | |
| | | OPERATING | | | 73.0 | 84.0 | 1253.0 | 49.0 | 10.0 | 266.0 | 30.0 | 94.0 | 34.0 | 46.0 | 1939.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | RR | 42 | | | | | | | | | | | |
| | | OPERATING | | | 26.0 | 26.0 | 39.0 | 50.0 | 11.0 | 13.0 | 30.0 | 46.0 | 13.0 | 22.0 | 276.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 5.0 | 14.0 | 0.0 | 0.0 | 1.5 | 0.5 | 0.0 | 0.0 | 2.0 | 26.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | | | | | | | | | | | |
| | | OPERATING | | | 16.0 | 144.0 | 1064.0 | 12.0 | 88.0 | 277.0 | 24.0 | 63.0 | 19.0 | 169.0 | 1876.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5027 | MN | Minneapolis MTC | MB | 843 | | | | | | | | | | | |
| | | OPERATING | | | 49.0 | 34.0 | 1338.0 | 47.5 | 32.0 | 318.0 | 45.0 | 65.0 | 119.8 | 120.5 | 2168.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 | 1.5 | 8.2 |
| | | | VP | 63 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 0.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 31 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 37.0 | 1.5 | 8.5 | 10.0 | 0.0 | 1.0 | 5.0 | 21.0 | 85.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | | | | | | | | | | | |
| | | OPERATING | | | 61.9 | 54.6 | 1047.6 | 60.9 | 58.9 | 244.4 | 68.7 | 91.2 | 72.4 | 41.6 | 1802.2 |
| | | CAPITAL | | | 1.6 | 0.0 | 0.0 | 5.8 | 0.0 | 4.0 | 0.0 | 0.0 | 1.2 | 0.6 | 13.2 |
| 2078 | NY | New York-MTNR | CR | 782 | | | | | | | | | | | |
| | | OPERATING | | | 62.0 | 647.0 | 1117.0 | 144.0 | 461.0 | 1247.0 | 1109.0 | 0.0 | 331.0 | 282.0 | 5400.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 | 250.0 | 0.0 | 0.0 | 0.0 | 268.0 |
| 5015 | OH | Cleveland RTA | MB | 567 | | | | | | | | | | | |
| | | OPERATING | | | 64.2 | 20.8 | 980.9 | 49.8 | 22.9 | 179.2 | 69.5 | 64.8 | 33.7 | 109.8 | 1595.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 6.4 | 0.8 | 7.7 |
| | | | RR | 46 | | | | | | | | | | | |
| | | OPERATING | | | 31.6 | 31.0 | 72.5 | 20.0 | 10.0 | 60.0 | 70.1 | 12.0 | 10.6 | 51.0 | 368.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 9.4 | 1.0 | 11.1 |
| | | | SC | 28 | | | | | | | | | | | |
| | | OPERATING | | | 19.0 | 19.2 | 51.0 | 13.0 | 6.0 | 32.1 | 52.3 | 10.0 | 9.0 | 39.3 | 250.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 4.0 | 0.7 | 5.4 |
| | | | DR | 49 | | | | | | | | | | | |
| | | OPERATING | | | 10.0 | 13.0 | 52.0 | 4.0 | 4.0 | 10.0 | 19.0 | 6.0 | 5.0 | 32.0 | 155.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | | | | | | | | | | | |
| | | OPERATING | | | 42.0 | 58.0 | 1003.0 | 28.0 | 17.0 | 149.0 | 36.0 | 80.0 | 75.0 | 95.0 | 1583.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 | 6.0 | 34.0 |
| 6004 | TX | Dallas TS | MB | 452 | | | | | | | | | | | |
| | | OPERATING | | | 59.0 | 53.0 | 858.0 | 30.0 | 21.0 | 185.0 | 44.0 | 56.0 | 44.0 | 34.0 | 1384.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6008 | TX | Houston-MTA | MB | 600 | | | | | | | | | | | |
| | | OPERATING | | | 84.0 | 144.0 | 1241.0 | 94.0 | 52.0 | 245.0 | 52.0 | 213.0 | 249.0 | 223.0 | 2597.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 101.0 | 13.0 | 116.0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 106.8 | 885.2 | 34.3 | 29.2 | 243.5 | 0.0 | 0.0 | 23.8 | 43.6 | 1366.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.7 | 0.0 | 0.0 | 0.0 | 5.0 | 28.7 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | | | | | | | | | | | |
| | | OPERATING | | | 48.2 | 69.0 | 730.3 | 38.4 | 33.5 | 136.4 | 13.0 | 59.8 | 51.1 | 92.6 | 1272.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 2.8 | 11.1 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | | | | | | | | | | | |
| | | OPERATING | | | 14.5 | 19.9 | 360.7 | 2.9 | 5.7 | 62.1 | 5.1 | 30.8 | 23.5 | 43.7 | 568.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | FB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 3.9 | 19.7 | 39.1 | 0.9 | 2.0 | 8.6 | 1.7 | 0.0 | 11.4 | 11.9 | 99.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 16 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 4.9 | 10.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9003 | CA | San Francisco-BART | RR | 327 | | | | | | | | | | | |
| | | OPERATING | | | 103.7 | 327.8 | 217.5 | 198.7 | 181.4 | 270.8 | 177.9 | 23.5 | 290.2 | 133.9 | 1925.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 6.2 | 0.0 | 14.2 | 16.3 | 0.0 | 41.9 | 0.0 | 78.6 |
| 9009 | CA | San Mateo County District | MB | 251 | | | | | | | | | | | |
| | | OPERATING | | | 33.5 | 4.8 | 251.3 | 16.5 | 8.9 | 52.0 | 1.3 | 19.0 | 30.0 | 40.7 | 458.0 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.3 | 2.5 |
| | | | DR | 12 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.5 | 0.0 | 0.9 | 2.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9013 | CA | Santa Clara County TD | MB | 445 | | | | | | | | | | | |
| | | OPERATING | | | 93.0 | 141.0 | 897.0 | 79.0 | 84.0 | 265.0 | 0.0 | 84.0 | 36.0 | 83.0 | 1762.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | | | | | | | | | | | |
| | | OPERATING | | | 47.6 | 62.6 | 689.0 | 23.0 | 30.0 | 169.0 | 39.0 | 37.0 | 13.7 | 23.3 | 1134.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | | | | | | | | | | | |
| | | OPERATING | | | 22.0 | 154.0 | 237.0 | 35.0 | 270.0 | 104.0 | 186.0 | 0.0 | 22.0 | 26.0 | 1056.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 27.0 | 0.0 | 71.0 | 0.0 | 0.0 | 0.0 | 98.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | | | | | | | | | | | |
| | | OPERATING | | | 20.0 | 38.0 | 255.0 | 86.0 | 188.0 | 74.0 | 99.0 | 75.0 | 151.0 | 95.0 | 1081.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | | | | | | | | | | | |
| | | OPERATING | | | 52.3 | 19.6 | 628.0 | 40.1 | 19.6 | 264.4 | 9.5 | 49.5 | 82.1 | 133.6 | 1298.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SC | 22 | | | | | | | | | | | |
| | | OPERATING | | | 3.7 | 1.4 | 41.0 | 2.9 | 1.4 | 23.8 | 32.5 | 3.5 | 5.9 | 9.4 | 125.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5031 | MI | Detroit - SEMTA | MB | 225 | | | | | | | | | | | |
| | | OPERATING | | | 38.0 | 47.0 | 377.0 | 22.0 | 12.0 | 64.0 | 11.0 | 43.0 | 86.0 | 34.0 | 734.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.0 | 6.0 | 29.0 |
| | | | DR | 146 | | | | | | | | | | | |
| | | OPERATING | | | 29.0 | 36.0 | 82.0 | 7.0 | 0.0 | 14.0 | 5.0 | 10.0 | 1.0 | 0.0 | 184.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | | | | | | | | | | | |
| | | OPERATING | | | 30.0 | 8.0 | 261.5 | 12.0 | 7.0 | 64.6 | 1.0 | 21.0 | 21.0 | 17.0 | 443.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 3.4 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | | | | | | | | | | | |
| | | OPERATING | | | 37.0 | 16.0 | 589.0 | 26.0 | 8.0 | 157.0 | 28.0 | 67.0 | 24.0 | 42.0 | 994.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | | | | | | | | | | | |
| | | OPERATING | | | 12.0 | 67.0 | 496.0 | 27.0 | 14.0 | 95.0 | 11.0 | 77.0 | 16.0 | 48.0 | 863.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2098 | NY | New York-PATH | RR | 260 | | | | | | | | | | | |
| | | OPERATING | | | 44.0 | 80.0 | 317.0 | 43.0 | 27.0 | 171.0 | 316.0 | 26.0 | 103.0 | 14.0 | 1141.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | | | | | | | | | | | |
| | | OPERATING | | | 37.0 | 41.0 | 485.5 | 26.0 | 17.0 | 127.0 | 14.0 | 48.0 | 36.0 | 29.0 | 860.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | | | | | | | | | | | |
| | | OPERATING | | | 38.2 | 23.7 | 479.3 | 17.2 | 21.6 | 54.5 | 3.8 | 32.8 | 39.0 | 24.9 | 735.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | | | | | | | | | | | |
| | | OPERATING | | | 67.7 | 21.0 | 668.8 | 39.2 | 28.6 | 160.0 | 48.3 | 155.5 | 25.0 | 84.1 | 1298.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | | | | | | | | | | | |
| | | OPERATING | | | 48.0 | 23.0 | 571.0 | 21.0 | 19.0 | 104.0 | 4.0 | 48.0 | 50.0 | 36.5 | 924.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 16 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 2.0 | 16.0 | 0.0 | 0.0 | 2.0 | 0.0 | 1.0 | 0.0 | 0.0 | 27.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | | | | | | | | | | | |
| | | OPERATING | | | 40.8 | 43.3 | 402.6 | 26.9 | 30.6 | 124.6 | 10.0 | 17.7 | 15.4 | 17.1 | 729.0 |
| | | CAPITAL | | | 0.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.2 | 2.0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | | | | | | | | | | | |
| | | OPERATING | | | 20.0 | 1.0 | 248.0 | 9.0 | 5.0 | 32.0 | 2.0 | 22.0 | 21.0 | 45.0 | 405.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| | | | VP | 95 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 2.0 | 0.0 | 1.0 | 1.0 | 1.5 | 6.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 58 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.0 | 51.0 | 1.0 | 1.0 | 6.0 | 0.0 | 2.0 | 1.0 | 1.0 | 67.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | | | | | | | | | | | |
| | | OPERATING | | | 8.9 | 1.0 | 126.1 | 4.2 | 2.0 | 29.4 | 0.0 | 18.9 | 10.8 | 7.3 | 208.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

### TABLE 3.14 as of 06/02/86 — continued

### TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | | | | | | | | | | | |
| | | OPERATING | | | 12.0 | 1.0 | 209.0 | 8.5 | 2.0 | 40.0 | 2.0 | 12.0 | 10.5 | 20.0 | 317.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 15 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 11.0 | 15.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 1.0 | 30.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | | | | | | | | | | | |
| | | OPERATING | | | 27.0 | 28.1 | 377.8 | 16.6 | 13.6 | 84.2 | 6.2 | 43.0 | 25.0 | 26.0 | 647.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9023 | CA | Long Beach PTC | MB | 130 | | | | | | | | | | | |
| | | OPERATING | | | 19.0 | 3.0 | 285.5 | 7.0 | 1.0 | 39.0 | 0.0 | 19.0 | 22.0 | 14.5 | 410.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9019 | CA | Sacramento RTD | MB | 189 | | | | | | | | | | | |
| | | OPERATING | | | 29.7 | 25.5 | 316.3 | 12.0 | 9.0 | 31.0 | 8.0 | 63.0 | 39.0 | 27.0 | 560.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 5.0 | 90.0 | 6.0 | 5.0 | 26.0 | 4.0 | 7.0 | 7.0 | 4.0 | 160.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9026 | CA | San Diego TS | MB | 201 | | | | | | | | | | | |
| | | OPERATING | | | 28.2 | 27.0 | 472.8 | 17.6 | 9.4 | 96.2 | 11.4 | 33.3 | 27.4 | 16.8 | 740.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | | | | | | | | | | | |
| | | OPERATING | | | 20.1 | 8.1 | 354.1 | 9.8 | 3.1 | 56.4 | 5.8 | 23.0 | 6.9 | 15.9 | 503.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | | | | | | | | | | | |
| | | OPERATING | | | 13.0 | 5.5 | 186.8 | 5.0 | 2.1 | 32.2 | 4.9 | 9.4 | 5.1 | 12.7 | 276.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| | | **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3031 | DE | Wilmington-DART | MB | 100 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 0.0 | 108.0 | 4.0 | 2.0 | 30.0 | 0.0 | 8.0 | 4.0 | 11.0 | 175.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | | | | | | | | | | | |
| | | OPERATING | | | 29.6 | 9.5 | 306.1 | 14.9 | 9.2 | 65.5 | 0.0 | 20.1 | 8.4 | 16.2 | 479.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | | | | | | | | | | | |
| | | OPERATING | | | 18.3 | 6.5 | 251.3 | 9.5 | 5.0 | 37.7 | 9.5 | 15.8 | 12.4 | 6.2 | 372.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4040 | FL | Jacksonville TA | MB | 176 | | | | | | | | | | | |
| | | OPERATING | | | 13.7 | 12.6 | 237.5 | 4.5 | 4.3 | 43.6 | 4.8 | 28.3 | 12.7 | 7.0 | 369.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.5 | 7.3 | 0.0 | 0.0 | 1.5 | 0.0 | 0.6 | 0.0 | 0.5 | 10.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 17.0 | 113.0 | 0.0 | 169.0 | 48.0 | 3.0 | 0.0 | 5.0 | 6.0 | 363.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | | | | | | | | | | | |
| | | OPERATING | | | 26.0 | 83.0 | 141.0 | 17.0 | 186.0 | 58.0 | 99.0 | 0.0 | 1.0 | 7.0 | 618.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 3.0 | 162.0 | 6.0 | 3.0 | 15.0 | 10.0 | 13.0 | 7.0 | 10.0 | 237.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5050 | IN | Indianapolis PTC | MB | 201 | | | | | | | | | | | |
| | | OPERATING | | | 17.0 | 28.0 | 292.0 | 13.0 | 19.0 | 53.0 | 7.0 | 23.0 | 18.0 | 26.0 | 496.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.6 | 0.5 | 6.0 | 0.1 | 0.0 | 1.0 | 0.0 | 0.4 | 0.6 | 0.5 | 9.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4018 | KY | Louisville-TA River City | MB | 230 | | | | | | | | | | | |
| | | OPERATING | | | 26.5 | 33.0 | 296.9 | 17.5 | 4.0 | 67.2 | 10.0 | 26.5 | 10.5 | 23.0 | 515.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 9.6 | 0.5 | 0.0 | 1.4 | 0.0 | 0.5 | 0.5 | 0.0 | 13.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 20.0 | 241.0 | 1.0 | 3.0 | 0.0 | 0.0 | 13.0 | 8.0 | 19.0 | 312.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 14 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.5 | 21.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | | | | | | | | | | | |
| | | OPERATING | | | 6.5 | 2.6 | 98.0 | 2.9 | 3.0 | 21.0 | 3.0 | 1.0 | 10.0 | 2.0 | 150.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.8 |
| 7005 | MO | Kansas City Area TA | MB | 221 | | | | | | | | | | | |
| | | OPERATING | | | 11.0 | 2.0 | 423.0 | 16.5 | 1.5 | 71.0 | 32.0 | 26.0 | 42.8 | 58.5 | 684.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 8.0 | 1.0 | 0.0 | 2.2 | 2.5 | 14.7 |
| 4008 | NC | Charlotte TS | MB | 100 | | | | | | | | | | | |
| | | OPERATING | | | 11.0 | 3.0 | 145.0 | 7.0 | 1.0 | 40.0 | 0.0 | 0.0 | 3.0 | 8.0 | 218.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7001 | NE | Lincoln Transp. System | MB | 58 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 0.0 | 72.0 | 0.9 | 2.7 | 13.6 | 0.0 | 9.9 | 2.9 | 5.4 | 113.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 20 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 8.0 | 0.1 | 0.3 | 0.4 | 0.0 | 0.1 | 0.1 | 0.1 | 10.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 7002 | NE | TA of Omaha | MB | 154 | | | | | | | | | | | |
| | | OPERATING | | | 3.9 | 8.9 | 228.5 | 8.3 | 3.4 | 39.2 | 6.4 | 12.9 | 4.6 | 29.1 | 345.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 4.6 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 12.1 | 23.1 |
| | | | DR | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.4 | 11.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.6 | 15.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | | | | | | | | | | | |
| | | OPERATING | | | 4.2 | 35.7 | 271.0 | 8.0 | 4.0 | 75.0 | 1.0 | 20.0 | 4.0 | 23.0 | 445.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | | | | | | | | | | | |
| | | OPERATING | | | 16.0 | 0.0 | 218.0 | 6.0 | 0.0 | 56.0 | 0.0 | 7.0 | 31.0 | 5.0 | 339.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 42.0 | 359.0 | 4.0 | 9.0 | 98.0 | 0.0 | 44.0 | 22.0 | 2.0 | 584.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2043 | NY | Queens Transit Corp | MB | 185 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 25.0 | 264.0 | 2.0 | 13.0 | 80.0 | 24.0 | 28.0 | 6.0 | 37.0 | 481.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2113 | NY | Rochester-RTS | MB | 195 | | | | | | | | | | | |
| | | OPERATING | | | 26.0 | 7.0 | 329.0 | 12.0 | 5.0 | 66.1 | 13.9 | 22.0 | 5.0 | 30.0 | 516.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 17.0 | 141.0 | 1.0 | 7.0 | 48.0 | 12.0 | 17.0 | 3.0 | 18.0 | 265.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | | | | | | | | | | | |
| | | OPERATING | | | 17.6 | 10.5 | 200.0 | 5.3 | 6.9 | 43.0 | 4.5 | 11.3 | 7.2 | 10.1 | 316.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | | DR | 15 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 4.7 | 10.0 | 0.6 | 0.7 | 4.5 | 0.0 | 1.2 | 0.8 | 1.1 | 25.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | | | | | | | | | | | |
| | | OPERATING | | | 27.0 | 12.0 | 387.5 | 9.0 | 8.0 | 71.0 | 16.0 | 45.5 | 14.2 | 25.2 | 615.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | | | | | | | | | | | |
| | | OPERATING | | | 21.2 | 13.1 | 215.2 | 3.0 | 4.0 | 36.0 | 1.0 | 36.8 | 11.1 | 10.6 | 352.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | | | | | | | | | | | |
| | | OPERATING | | | 8.4 | 2.4 | 153.8 | 3.0 | 2.3 | 34.9 | 0.0 | 17.8 | 7.0 | 9.1 | 238.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 17.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 4.0 | 228.0 | 6.0 | 0.5 | 49.4 | 0.0 | 18.5 | 11.0 | 27.0 | 351.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| | | | TB | 61 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 4.5 | 97.8 | 3.0 | 0.5 | 19.0 | 10.0 | 14.5 | 4.0 | 10.0 | 171.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.4 | 0.1 | 11.5 | 0.2 | 0.0 | 3.8 | 0.0 | 1.2 | 0.3 | 0.8 | 18.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5022 | OH | Toledo RTA | MB | 178 | | | | | | | | | | | |
| | | OPERATING | | | 10.0 | 1.0 | 251.0 | 8.0 | 1.0 | 18.0 | 20.0 | 10.0 | 7.0 | 22.0 | 348.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | | | | | | | | | | | |
| | | OPERATING | | | 18.0 | 24.0 | 347.0 | 11.0 | 12.0 | 44.0 | 8.0 | 33.0 | 6.0 | 28.0 | 531.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4003 | TN | Memphis Area TA | MB | 139 | | | | | | | | | | | |
| | | OPERATING | | | 19.8 | 14.6 | 235.4 | 12.5 | 7.5 | 53.7 | 5.1 | 25.6 | 6.2 | 13.8 | 394.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.0 | 0.1 | 1.0 |
| | | | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4004 | TN | Nashville-MTA | MB | 119 | | | | | | | | | | | |
| | | OPERATING | | | 9.8 | 6.4 | 168.0 | 6.0 | 17.9 | 29.0 | 1.0 | 6.0 | 6.0 | 12.3 | 262.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6006 | TX | El Paso PTA | MB | 84 | | | | | | | | | | | |
| | | OPERATING | | | 10.0 | 5.4 | 151.0 | 6.0 | 2.0 | 40.0 | 3.0 | 22.0 | 7.0 | 19.0 | 265.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| | | | DR | 8 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.6 | 11.0 | 0.4 | 0.2 | 4.0 | 0.0 | 4.0 | 0.1 | 1.8 | 24.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | | | | | | | | | | | |
| | | OPERATING | | | 14.0 | 1.0 | 164.0 | 5.0 | 3.0 | 22.0 | 1.0 | 16.0 | 9.0 | 21.0 | 256.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | | | | | | | | | | | |
| | | OPERATING | | | 24.0 | 3.0 | 261.0 | 0.0 | 7.0 | 60.0 | 0.0 | 0.0 | 3.0 | 21.0 | 379.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3004 | VA | Hampton-Pentran | MB | 82 | | | | | | | | | | | |
| | | OPERATING | | | 9.0 | 2.0 | 93.4 | 5.0 | 3.0 | 28.6 | 3.0 | 6.0 | 15.0 | 10.8 | 175.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 17 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 2.0 | 4.8 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0002 | WA | Spokane Transit Authority | MB | 98 | | | | | | | | | | | |
| | | OPERATING | | | 11.0 | 2.0 | 182.0 | 2.0 | 3.0 | 32.0 | 3.0 | 11.0 | 11.0 | 14.0 | 271.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 18 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 3.0 | 28.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 3.0 | 40.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | | | | | | | | | | | |
| | | OPERATING | | | 23.3 | 9.0 | 229.4 | 5.8 | 7.8 | 28.0 | 5.0 | 22.3 | 23.8 | 12.8 | 367.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 25 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 3.0 | 20.0 | 0.0 | 0.0 | 1.1 | 0.0 | 2.0 | 0.1 | 0.0 | 29.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5005 | WI | Madison Metro | MB | 173 | | | | | | | | | | | |
| | | OPERATING | | | 18.0 | 6.0 | 227.0 | 9.0 | 3.0 | 34.0 | 9.0 | 17.0 | 10.0 | 9.0 | 342.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 6.0 | 12.5 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 0.0 | 22.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | | | | | | | | | | | |
| | | OPERATING | | | 10.0 | 8.0 | 88.0 | 3.0 | 3.8 | 13.0 | 0.0 | 7.0 | 2.0 | 4.0 | 138.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | | | | | | | | | | | |
| | | OPERATING | | | 5.2 | 4.2 | 92.9 | 2.1 | 1.0 | 17.2 | 0.0 | 6.4 | 2.1 | 2.4 | 133.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | | | | | | | | | | | |
| | | OPERATING | | | 9.0 | 1.0 | 137.0 | 5.0 | 3.0 | 14.0 | 0.0 | 7.0 | 6.0 | 22.0 | 204.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9027 | CA | Fresno TS | MB | 67 | | | | | | | | | | | |
| | | OPERATING | | | 9.0 | 1.8 | 131.0 | 5.0 | 5.0 | 23.0 | 0.0 | 21.0 | 6.0 | 7.0 | 208.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 12.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | | | | | | | | | | | |
| | | OPERATING | | | 15.2 | 2.1 | 194.9 | 10.8 | 10.8 | 36.7 | 4.8 | 20.2 | 15.8 | 9.7 | 321.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | | | | | | | | | | | |
| | | OPERATING | | | 10.0 | 2.0 | 70.0 | 2.9 | 2.0 | 12.0 | 0.0 | 4.0 | 5.8 | 7.8 | 116.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.5 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | | | | | | | | | | | |
| | | OPERATING | | | 21.3 | 9.9 | 172.7 | 3.0 | 0.0 | 0.0 | 6.0 | 14.1 | 12.0 | 11.4 | 250.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 0.5 | 163.0 | 3.0 | 3.5 | 19.1 | 0.0 | 11.1 | 5.0 | 8.5 | 221.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9012 | CA | Stockton MTD | MB | 43 | | | | | | | | | | | |
| | | OPERATING | | | 1.7 | 3.7 | 61.1 | 1.7 | 0.2 | 10.4 | 0.2 | 4.5 | 3.2 | 4.6 | 91.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.0 | 0.7 |
| | | | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 1.3 | 1.3 | 7.4 | 0.1 | 0.1 | 1.1 | 0.0 | 0.4 | 0.7 | 0.6 | 13.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 8005 | CO | Colorado Springs Transit | MB | 39 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 3.0 | 70.0 | 2.0 | 2.0 | 10.0 | 0.0 | 5.0 | 4.0 | 2.0 | 103.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | | | | | | | | | | | |
| | | OPERATING | | | 9.5 | 4.3 | 93.0 | 3.3 | 1.0 | 11.0 | 1.0 | 9.0 | 3.8 | 11.5 | 147.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| 1017 | CT | Greater Hartford TD | DR | 41 | | | | | | | | | | | |
| | | OPERATING | | | 4.7 | 3.7 | 40.6 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 3.3 | 1.3 | 53.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4035 | FL | Orlando TCT | MB | 69 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 0.0 | 147.0 | 3.0 | 1.0 | 22.0 | 2.0 | 5.0 | 7.5 | 9.0 | 204.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | | | | | | | | | | | |
| | | OPERATING | | | 10.1 | 1.7 | 94.0 | 2.9 | 3.4 | 15.2 | 0.0 | 5.0 | 4.2 | 9.8 | 146.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 12 | | | | | | | | | | | |
| | | OPERATING | | | 1.1 | 1.5 | 11.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.5 | 0.1 | 1.5 | 17.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | | | | | | | | | | | |
| | | OPERATING | | | 8.4 | 8.5 | 107.0 | 1.1 | 2.0 | 11.5 | 3.1 | 4.5 | 6.8 | 7.2 | 160.1 |
| | | CAPITAL | | | 0.5 | 0.0 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 2.0 | 0.2 | 3.1 |
| | | | DR | 9 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 1.0 | 8.8 | 0.2 | 0.8 | 0.8 | 0.2 | 1.5 | 0.2 | 1.7 | 18.2 |
| | | CAPITAL | | | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.6 |
| 7010 | IA | Des Moines MTA | MB | 74 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 5.0 | 97.0 | 4.0 | 4.0 | 19.0 | 2.0 | 6.0 | 5.0 | 6.0 | 155.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 16 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 3.0 | 18.1 | 0.0 | 0.0 | 2.0 | 0.0 | 1.0 | 1.0 | 0.0 | 25.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 0.0 | 78.0 | 2.0 | 1.0 | 3.0 | 0.5 | 16.0 | 6.0 | 4.0 | 117.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5058 | IL | Rockford MTD | MB | 40 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 1.5 | 50.0 | 2.0 | 0.9 | 8.2 | 0.5 | 5.9 | 5.2 | 2.1 | 79.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 1.0 | 93.0 | 9.0 | 11.0 | 19.0 | 1.0 | 0.0 | 0.0 | 5.0 | 146.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | | | | | | | | | | | |
| | | OPERATING | | | 9.0 | 0.0 | 123.5 | 7.0 | 9.5 | 15.0 | 2.0 | 6.0 | 0.0 | 10.5 | 182.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | | | | | | | | | | | |
| | | OPERATING | | | 3.8 | 2.0 | 69.0 | 0.8 | 1.0 | 14.0 | 0.0 | 3.0 | 2.8 | 8.9 | 105.3 |
| | | CAPITAL | | | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.7 |
| 5052 | IN | South Bend PTC | MB | 48 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 0.3 | 85.0 | 2.6 | 1.0 | 12.7 | 0.5 | 5.0 | 6.2 | 3.6 | 120.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.7 | 0.1 | 1.1 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | | | | | | | | | | | |
| | | OPERATING | | | 6.4 | 0.8 | 98.0 | 2.8 | 0.9 | 21.0 | 2.0 | 14.7 | 6.3 | 5.5 | 158.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.2 | 0.8 | 4.0 | 0.2 | 0.0 | 0.3 | 0.0 | 0.1 | 0.1 | 0.0 | 5.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 0.0 | 63.0 | 3.0 | 1.0 | 10.0 | 0.0 | 7.0 | 2.0 | 4.0 | 95.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 84.0 | 4.0 | 2.0 | 9.0 | 3.0 | 11.0 | 6.0 | 9.0 | 128.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1004 | MA | Brockton Area TA | MB | 40 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 1.5 | 72.0 | 2.5 | 1.0 | 10.0 | 3.0 | 5.5 | 3.0 | 4.5 | 110.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 25.0 | 50.0 |
| | | | DR | 24 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 3.0 | 28.0 | 0.5 | 0.0 | 2.0 | 0.0 | 0.0 | 0.5 | 0.0 | 38.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1006 | MA | New Bedford SERTA | MB | 74 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 29.0 | 104.0 | 1.5 | 2.0 | 26.0 | 0.0 | 0.0 | 1.0 | 4.0 | 168.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 7.0 | 0.5 | 0.0 | 0.5 | 1.0 | 1.5 | 0.0 | 0.0 | 12.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | | | | | | | | | | | |
| | | OPERATING | | | 10.0 | 0.5 | 106.0 | 4.0 | 3.0 | 18.0 | 0.0 | 6.0 | 4.0 | 6.5 | 158.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1014 | MA | Worcester RTA | MB | 56 | | | | | | | | | | | |
| | | OPERATING | | | 5.1 | 0.7 | 110.6 | 5.4 | 1.8 | 14.0 | 0.0 | 1.9 | 5.9 | 4.3 | 149.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.6 | 0.2 | 2.3 | 0.7 | 0.1 | 0.5 | 0.2 | 0.0 | 0.1 | 0.1 | 4.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 3.0 | 70.0 | 1.0 | 2.0 | 11.5 | 0.0 | 4.5 | 4.0 | 9.0 | 106.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 1.0 | 3.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 | 0.0 | 0.0 | 5.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5032 | MI | Flint-MTA | MB | 51 | | | | | | | | | | | |
| | | OPERATING | | | 1.7 | 3.0 | 83.0 | 2.7 | 0.9 | 6.3 | 1.7 | 14.9 | 5.0 | 9.9 | 129.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 2.8 | 10.3 | 0.3 | 0.1 | 0.7 | 0.3 | 1.1 | 0.0 | 1.6 | 17.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | | | | | | | | | | | |
| | | OPERATING | | | 2.1 | 3.7 | 83.5 | 4.1 | 1.9 | 11.7 | 3.3 | 5.9 | 8.1 | 8.5 | 132.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.2 | 2.2 | 6.3 | 0.3 | 0.1 | 0.9 | 0.2 | 0.4 | 0.7 | 0.6 | 11.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | | | | | | | | | | | |
| | | OPERATING | | | 5.9 | 4.0 | 64.7 | 4.9 | 3.1 | 11.1 | 1.4 | 3.5 | 6.8 | 7.1 | 112.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 1.1 | 17.1 | 1.1 | 0.7 | 2.5 | 0.4 | 0.8 | 1.8 | 1.9 | 28.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5025 | MN | Duluth TA | MB | 68 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 5.6 | 98.1 | 2.0 | 1.0 | 20.0 | 0.0 | 6.0 | 6.0 | 9.1 | 153.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 2.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 2.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 3.0 | 70.0 | 1.0 | 0.0 | 14.0 | 0.0 | 0.0 | 1.0 | 3.0 | 93.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4012 | NC | Winston-Salem TA | MB | 51 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 4.0 | 59.0 | 1.0 | 2.0 | 9.0 | 3.0 | 3.0 | 0.0 | 5.0 | 87.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 16.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 | 0.0 | 1.0 | 20.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 11.0 | 108.0 | 3.0 | 15.0 | 14.0 | 0.0 | 1.0 | 5.0 | 10.0 | 171.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | | | | | | | | | | | |
| | | OPERATING | | | 32.7 | 11.1 | 48.0 | 25.8 | 10.0 | 59.5 | 78.5 | 18.7 | 13.3 | 41.3 | 338.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | | | | | | | | | | | |
| | | OPERATING | | | 9.0 | 3.0 | 157.0 | 8.0 | 6.0 | 22.0 | 4.0 | 15.0 | 7.0 | 12.0 | 243.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 17.0 | 117.0 | 3.0 | 2.0 | 37.0 | 0.0 | 12.0 | 5.0 | 5.0 | 200.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 15.0 | 53.4 | 1.0 | 1.0 | 53.0 | 0.0 | 21.0 | 5.0 | 19.0 | 175.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 18.0 | 164.0 | 4.0 | 6.0 | 39.0 | 0.0 | 14.0 | 6.0 | 24.0 | 278.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | | | | | | | | | | | |
| | | OPERATING | | | 13.0 | 7.0 | 121.0 | 5.7 | 3.8 | 24.7 | 3.8 | 12.3 | 6.0 | 11.0 | 208.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 1.5 | 5.0 | 0.3 | 0.2 | 1.3 | 0.4 | 0.7 | 0.5 | 1.5 | 11.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | | | | | | | | | | | |
| | | OPERATING | | | 7.9 | 6.0 | 120.0 | 2.8 | 2.8 | 27.2 | 0.0 | 9.4 | 4.6 | 9.4 | 190.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 1.1 | 2.0 | 5.0 | 0.2 | 0.2 | 1.8 | 0.0 | 0.6 | 0.3 | 0.6 | 11.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | | | | | | | | | | | |
| | | OPERATING | | | 11.0 | 1.0 | 111.5 | 1.0 | 5.0 | 19.0 | 0.0 | 9.0 | 9.0 | 10.0 | 176.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3010 | PA | Allentown-LANTA | MB | 51 | | | | | | | | | | | |
| | | OPERATING | | | 6.4 | 0.0 | 80.3 | 1.3 | 1.2 | 12.5 | 1.5 | 5.9 | 3.0 | 7.6 | 119.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.3 | 1.3 |
| 3013 | PA | Erie MTA | MB | 57 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 1.0 | 81.0 | 3.0 | 0.0 | 18.0 | 0.0 | 0.0 | 3.0 | 3.0 | 117.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 0.0 | 87.0 | 3.8 | 0.0 | 19.8 | 0.0 | 0.0 | 2.5 | 5.5 | 125.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3024 | PA | Reading-BARTA | MB | 43 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 2.5 | 54.0 | 0.8 | 0.8 | 15.0 | 0.7 | 0.0 | 1.6 | 5.6 | 81.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 18 | | | | | | | | | | | |
| | | OPERATING | | | 0.2 | 2.0 | 16.0 | 0.2 | 0.2 | 6.0 | 0.3 | 0.0 | 0.4 | 2.4 | 27.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 5.0 | 76.0 | 4.0 | 3.0 | 11.4 | 2.0 | 8.0 | 2.0 | 2.0 | 116.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 0.5 | 58.0 | 2.0 | 2.0 | 15.0 | 3.0 | 10.0 | 2.0 | 8.0 | 108.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | IP | 2 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 2.3 | 0.0 | 9.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 6.0 | 88.0 | 2.0 | 2.0 | 19.0 | 0.0 | 9.0 | 4.0 | 7.0 | 141.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| | | | DR | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.4 | 1.0 | 5.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.8 | 0.8 | 8.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6002 | TX | Austin TS | MB | 73 | | | | | | | | | | | |
| | | OPERATING | | | 12.9 | 4.6 | 105.2 | 2.9 | 2.8 | 18.6 | 0.0 | 10.7 | 7.2 | 4.4 | 169.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 6.0 | 13.4 | 0.4 | 0.3 | 0.9 | 0.0 | 1.2 | 0.8 | 0.5 | 24.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6003 | TX | Corpus Christi TS | MB | 42 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 5.0 | 43.0 | 1.0 | 3.0 | 13.2 | 5.0 | 6.0 | 0.0 | 5.0 | 82.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 9 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 1.0 | 8.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0020 | WA | Kitsap County Transit | MB | 45 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 32.0 | 1.0 | 3.0 | 4.0 | 2.0 | 4.0 | 4.0 | 11.0 | 64.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| | | **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 106.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 106.0 |
| | | CAPITAL | | | 10.0 | 15.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 | 7.0 | 41.0 |
| | | | VP | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 4.0 | 68.8 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 12.0 | 92.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 18 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | | | | | | | | | | | |
| | | OPERATING | | | 6.3 | 3.3 | 58.9 | 0.9 | 0.5 | 6.6 | 1.6 | 3.2 | 5.6 | 4.2 | 91.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 2.5 | 103.0 | 5.0 | 2.0 | 24.0 | 0.0 | 10.0 | 4.5 | 4.0 | 163.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.2 | 0.7 |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | | | | | | | | | | | |
| | | OPERATING | | | 3.6 | 0.9 | 65.7 | 0.9 | 0.9 | 12.6 | 0.0 | 5.4 | 2.7 | 3.6 | 96.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.4 | 0.1 | 1.5 | 0.1 | 0.0 | 1.4 | 0.0 | 0.6 | 0.3 | 0.4 | 4.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4044 | AL | Montgomery Area TS | MB | 29 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 0.0 | 47.5 | 2.0 | 1.0 | 8.0 | 0.0 | 5.0 | 1.0 | 2.0 | 70.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 3.0 | 67.0 | 1.0 | 0.0 | 7.0 | 1.0 | 5.0 | 3.0 | 4.0 | 95.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9010 | CA | City of Torrance TS | MB | 25 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 1.5 | 55.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 4.1 | 0.8 | 72.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.2 | 0.0 | 1.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.2 | 48.9 | 0.9 | 0.9 | 2.1 | 0.0 | 6.8 | 2.4 | 1.5 | 65.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 10 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.7 | 0.0 | 0.1 | 0.1 | 0.3 | 0.0 | 0.1 | 0.0 | 0.2 | 3.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 2.0 | 0.0 | 1.0 | 0.0 | 8.0 | 1.0 | 1.0 | 1.0 | 1.0 | 21.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 3.0 | 66.0 | 0.0 | 0.0 | 6.5 | 0.0 | 6.0 | 2.0 | 2.0 | 88.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 2.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.5 | 0.0 | 3.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 2.0 | 70.0 | 2.0 | 2.0 | 9.0 | 2.0 | 6.0 | 4.0 | 4.0 | 109.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 9.0 | 76.4 | 0.0 | 5.1 | 15.3 | 0.0 | 9.7 | 17.6 | 0.9 | 137.5 |
| | | CAPITAL | | | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.6 | 0.0 | 0.2 | 0.1 | 0.0 | 1.3 |
| 1057 | CT | Norwalk TD | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 5.2 | 1.1 | 36.7 | 2.0 | 0.5 | 5.0 | 0.0 | 1.7 | 2.0 | 1.3 | 55.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 1.8 | 40.8 | 0.7 | 0.9 | 8.6 | 0.0 | 0.8 | 0.9 | 3.6 | 59.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 2.3 | 12.0 | 0.6 | 0.3 | 1.0 | 0.0 | 0.3 | 0.6 | 0.8 | 18.2 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 3.6 | 23.0 | 0.5 | 0.4 | 1.1 | 0.1 | 0.6 | 0.3 | 0.0 | 32.6 |
| | | CAPITAL | | | 0.3 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| | | | DR | 17 | | | | | | | | | | | |
| | | OPERATING | | | 1.2 | 2.8 | 11.0 | 0.3 | 0.3 | 0.8 | 0.4 | 0.3 | 0.0 | 0.0 | 17.1 |
| | | CAPITAL | | | 0.2 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| 4030 | FL | Gainesville-RTS | MB | 27 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 0.5 | 47.0 | 2.0 | 3.0 | 4.5 | 1.5 | 3.0 | 2.0 | 7.0 | 74.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 0.5 | 10.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.1 | 0.0 | 13.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 3.5 | 34.0 | 0.5 | 0.5 | 0.0 | 0.0 | 3.0 | 1.5 | 1.0 | 45.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | | | | | | | | | | | |
| | | OPERATING | | | 5.5 | 0.1 | 53.0 | 1.8 | 1.0 | 10.6 | 1.0 | 3.8 | 1.0 | 2.6 | 80.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 3.0 | 0.2 | 0.0 | 0.5 | 0.0 | 0.2 | 0.0 | 0.2 | 4.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 4.5 | 56.5 | 1.0 | 5.0 | 12.0 | 0.0 | 0.0 | 4.0 | 2.0 | 88.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.7 |
| | | | DR | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 2.0 | 8.0 | 0.0 | 0.8 | 1.2 | 0.0 | 0.0 | 0.1 | 0.0 | 13.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 4.0 | 85.0 | 2.0 | 3.0 | 15.0 | 0.0 | 11.0 | 2.0 | 7.0 | 134.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4023 | GA | Augusta TD | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 5.0 | 46.0 | 2.0 | 1.0 | 10.0 | 0.0 | 6.0 | 2.0 | 2.0 | 75.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4024 | GA | Columbus-METRA | MB | 31 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 0.0 | 60.0 | 3.0 | 2.0 | 20.0 | 0.0 | 0.0 | 2.0 | 1.0 | 94.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4025 | GA | Savannah TA | MB | 39 | | | | | | | | | | | |
| | | OPERATING | | | 8.0 | 0.0 | 73.0 | 10.0 | 3.0 | 12.0 | 0.0 | 7.0 | 1.5 | 4.5 | 119.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 1.0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 46.0 | 0.0 | 1.0 | 5.0 | 0.0 | 3.0 | 1.0 | 4.0 | 63.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.0 | 34.5 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 1.0 | 0.0 | 41.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7012 | IA | Sioux City TS | MB | 19 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.0 | 30.0 | 1.0 | 0.0 | 6.0 | 0.0 | 0.0 | 1.0 | 1.0 | 42.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.1 | 31.2 | 1.2 | 0.0 | 6.5 | 0.0 | 2.5 | 3.2 | 1.1 | 47.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | | | | | | | | | | | |
| | | OPERATING | | | 1.6 | 1.2 | 32.0 | 1.1 | 0.0 | 5.7 | 0.0 | 0.0 | 2.1 | 1.1 | 44.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.6 | 0.4 | 3.0 | 0.2 | 0.2 | 0.4 | 0.1 | 0.3 | 0.8 | 0.6 | 6.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | | | | | | | | | | | |
| | | OPERATING | | | 8.5 | 0.5 | 73.0 | 4.0 | 0.8 | 10.0 | 0.0 | 9.3 | 6.2 | 1.5 | 113.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5061 | IL | Decatur Public TS | MB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 2.3 | 0.4 | 24.2 | 0.3 | 0.5 | 5.7 | 1.1 | 1.5 | 2.0 | 3.0 | 41.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 1.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5075 | IL | Joliet Mass TD | MB | 31 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.0 | 46.0 | 2.0 | 1.0 | 12.0 | 0.0 | 1.0 | 0.0 | 4.0 | 70.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 11 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 7.8 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 0.0 | 11.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5057 | IL | Rock Island County MTD | MB | 32 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.0 | 51.0 | 1.8 | 2.4 | 7.2 | 0.0 | 1.8 | 0.6 | 2.6 | 71.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 1.4 | 1.8 |
| 5059 | IL | Springfield MTD | MB | 35 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 0.0 | 57.0 | 0.9 | 0.7 | 12.8 | 0.0 | 4.9 | 1.8 | 4.0 | 86.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 4.0 | 45.5 | 2.0 | 2.0 | 7.5 | 0.0 | 0.0 | 0.0 | 3.0 | 65.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5045 | IN | Gary PTC | MB | 26 | | | | | | | | | | | |
| | | OPERATING | | | 7.5 | 2.0 | 81.0 | 3.0 | 2.0 | 10.0 | 6.0 | 3.0 | 1.5 | 5.0 | 121.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 4.0 | 26.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 38.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 67.0 | 2.0 | 1.0 | 11.0 | 0.0 | 5.0 | 3.0 | 5.0 | 97.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | | | | | | | | | | | |
| | | OPERATING | | | 2.1 | 0.5 | 43.4 | 1.0 | 1.4 | 10.0 | 0.0 | 3.8 | 3.0 | 2.0 | 67.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6024 | LA | Shreveport Area TS | MB | 43 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 73.0 | 4.0 | 1.0 | 16.0 | 0.0 | 9.0 | 2.0 | 3.0 | 113.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1005 | MA | Lowell RTA | MB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 0.3 | 34.0 | 2.0 | 0.2 | 3.0 | 1.0 | 2.0 | 1.0 | 0.5 | 47.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 0.0 | 49.0 | 2.0 | 0.0 | 9.0 | 0.0 | 5.0 | 2.0 | 4.0 | 75.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5034 P | MI | Jackson PTC | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 2.0 | 18.0 | 0.8 | 0.8 | 4.2 | 0.0 | 3.6 | 4.0 | 3.2 | 37.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 13 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 2.0 | 10.0 | 0.2 | 0.2 | 0.8 | 0.0 | 1.4 | 1.0 | 0.8 | 16.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | | | | | | | | | | | |
| | | OPERATING | | | 5.4 | 2.0 | 53.9 | 4.0 | 1.0 | 12.0 | 1.0 | 6.0 | 3.8 | 2.0 | 91.1 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.3 |
| 5039 | MI | Saginaw TS | MB | 31 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.0 | 49.0 | 1.0 | 1.5 | 7.0 | 0.0 | 2.5 | 2.8 | 2.4 | 70.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 4.0 | 0.0 | 0.5 | 1.0 | 0.0 | 0.5 | 0.2 | 0.6 | 7.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7003 | MO | Springfield City Utility | MB | 23 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 2.8 | 46.0 | 2.0 | 0.3 | 8.3 | 0.0 | 0.0 | 0.5 | 1.0 | 65.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.2 | 4.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.2 | 0.0 | 5.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4015 | MS | Jackson-JATRAN | MB | 31 | | | | | | | | | | | |
| | | OPERATING | | | 2.9 | 2.3 | 40.1 | 0.9 | 0.9 | 8.8 | 0.0 | 4.7 | 0.9 | 1.9 | 63.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 1.1 | 1.0 | 4.9 | 0.1 | 0.1 | 2.2 | 0.0 | 1.3 | 0.1 | 0.1 | 10.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8004 | MT | Billings Metro Transit | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 3.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 33.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | | | | | | | | | | | |
| | | OPERATING | | | 6.8 | 0.5 | 52.3 | 1.9 | 1.0 | 8.0 | 0.0 | 0.7 | 3.0 | 1.0 | 75.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 2.2 | 0.0 | 2.6 | 0.1 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 5.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1002 | NH | Manchester TA | MB | 30 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 45.0 | 2.0 | 3.0 | 12.0 | 0.0 | 5.0 | 2.0 | 2.0 | 76.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.2 | 10.0 | 0.1 | 0.0 | 1.0 | 0.0 | 0.3 | 1.0 | 0.2 | 14.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 7.0 | 54.0 | 1.5 | 1.5 | 6.0 | 0.0 | 5.0 | 1.5 | 1.5 | 83.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 6.5 | 23.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.7 | 1.0 | 34.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 5.0 | 85.0 | 1.0 | 1.0 | 13.0 | 2.0 | 5.0 | 0.5 | 0.5 | 119.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 1.0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.9 | 57.0 | 0.9 | 2.4 | 9.7 | 0.0 | 0.9 | 4.8 | 3.3 | 84.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.1 | 4.0 | 0.1 | 0.1 | 0.3 | 0.0 | 0.1 | 0.1 | 0.1 | 5.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 39.0 | 82.0 | 7.0 | 69.0 | 35.0 | 0.0 | 11.0 | 9.0 | 22.0 | 279.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2021 | NY | Utica TA | MB | 33 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 0.5 | 52.0 | 2.0 | 4.0 | 9.0 | 0.0 | 5.0 | 1.0 | 6.0 | 83.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.5 | 2.5 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 1.5 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5011 | OH | Canton RTA | MB | 39 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 64.0 | 3.8 | 1.5 | 14.0 | 0.0 | 5.0 | 3.5 | 3.5 | 100.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.8 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 2.0 | 62.0 | 1.0 | 1.0 | 10.9 | 0.2 | 10.0 | 5.7 | 7.0 | 104.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.2 | 0.0 | 1.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 4.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 5.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 0025 | OR | Salem Area MTD | MB | 41 | | | | | | | | | | | |
| | | OPERATING | | | 7.0 | 1.0 | 67.0 | 4.0 | 3.0 | 5.0 | 0.0 | 8.0 | 3.6 | 4.0 | 102.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3011 | PA | Altoona-Amtran | MB | 24 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 33.0 | 1.0 | 0.0 | 5.0 | 0.0 | 2.0 | 0.8 | 1.0 | 44.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 0.7 | 83.0 | 3.0 | 0.2 | 14.9 | 1.5 | 5.6 | 5.0 | 2.1 | 121.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 0.5 | 47.0 | 1.5 | 0.0 | 6.5 | 0.5 | 2.0 | 3.5 | 4.5 | 69.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 3.8 | 53.0 | 0.6 | 0.7 | 9.0 | 0.0 | 3.0 | 2.2 | 1.5 | 75.8 |
| | | CAPITAL | | | 0.2 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.2 | 1.2 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.5 | 34.0 | 1.5 | 0.5 | 2.0 | 2.0 | 1.0 | 3.0 | 2.0 | 48.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4053 | SC | Greenville TA | MB | 23 | | | | | | | | | | | |
| | | OPERATING | | | 4.3 | 0.0 | 30.6 | 1.8 | 1.0 | 5.0 | 1.0 | 1.0 | 1.7 | 1.7 | 48.1 |
| | | CAPITAL | | | 0.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.2 | 1.0 |
| 8014 | SD | Rapid City Transit System | DR | 25 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 1.1 | 6.3 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.1 | 9.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6010 | TX | City of Lubbock | MB | 23 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.5 | 41.0 | 2.0 | 1.0 | 7.7 | 0.2 | 4.2 | 3.0 | 2.5 | 67.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 0.0 | 4.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.3 | 0.1 | 0.0 | 5.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 0.0 | 43.0 | 3.0 | 0.0 | 7.0 | 3.0 | 1.0 | 3.0 | 4.0 | 69.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.5 | 29.0 | 1.3 | 0.0 | 3.2 | 1.0 | 3.0 | 2.0 | 1.0 | 42.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0005 | WA | City of Everett Trans. | MB | 31 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 2.7 | 49.0 | 0.0 | 0.0 | 3.0 | 0.0 | 2.0 | 0.8 | 2.1 | 63.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VP | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.0 | 4.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 8.0 | 55.0 | 1.0 | 1.0 | 5.0 | 0.0 | 2.0 | 5.0 | 10.0 | 88.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 28.5 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.5 | 0.0 | 33.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.0 | 44.4 | 1.0 | 0.0 | 6.4 | 0.0 | 0.0 | 3.0 | 3.7 | 60.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5006 | WI | Belle Urban System | MB | 33 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 54.7 | 1.0 | 0.0 | 4.0 | 1.0 | 2.0 | 1.0 | 3.0 | 69.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 34.0 | 1.0 | 0.0 | 6.0 | 0.0 | 0.0 | 1.0 | 1.5 | 46.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | | | | | | | | | | | |
| | | OPERATING | | | 0.6 | 1.3 | 33.9 | 1.1 | 0.0 | 3.2 | 0.4 | 2.1 | 1.9 | 0.9 | 45.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 2.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 3.0 | 13.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 1.0 | 19.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9043 | CA | City of Commerce | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 9.0 | 0.0 | 2.0 | 3.0 | 0.0 | 0.0 | 2.0 | 0.0 | 16.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9113 | CA | City of El Cerrito | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.4 | 2.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.7 | 5.5 | 0.3 | 0.4 | 1.5 | 0.0 | 0.5 | 0.5 | 0.4 | 10.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 0.3 | 4.0 | 0.2 | 0.3 | 1.0 | 0.0 | 0.0 | 0.8 | 0.8 | 7.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9050 | CA | City of Simi Valley TS | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 2.2 | 0.0 | 8.5 | 0.8 | 0.0 | 0.9 | 0.8 | 0.7 | 1.3 | 0.0 | 15.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.0 | 1.6 | 0.2 | 0.0 | 0.1 | 0.2 | 0.1 | 0.3 | 0.0 | 3.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 34.4 | 1.5 | 0.5 | 4.0 | 0.0 | 4.0 | 2.4 | 1.0 | 52.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 4.4 | 5.6 | 0.5 | 0.0 | 2.1 | 0.0 | 1.0 | 1.0 | 0.4 | 15.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9088 | CA | Napa City Bus | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 1.0 | 8.5 | 0.5 | 0.0 | 1.0 | 0.0 | 0.5 | 0.1 | 0.0 | 13.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9022 | CA | Norwalk TS | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 5.6 | 0.9 | 34.0 | 1.7 | 0.0 | 4.0 | 0.0 | 4.0 | 1.3 | 0.0 | 51.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.1 | 4.1 | 0.4 | 0.0 | 0.5 | 0.0 | 0.5 | 0.6 | 0.0 | 7.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 44.0 | 1.0 | 1.0 | 10.0 | 0.0 | 2.0 | 4.0 | 4.0 | 71.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 3.1 | 2.6 | 25.7 | 2.2 | 0.9 | 3.6 | 0.9 | 2.6 | 3.5 | 2.6 | 47.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 0.4 | 0.4 | 4.5 | 0.3 | 0.1 | 0.5 | 0.1 | 0.4 | 0.5 | 0.4 | 7.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 3.0 | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 17.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9054 | CA | San Diego Trolley | SC | 18 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 5.0 | 25.5 | 5.0 | 8.0 | 13.0 | 2.5 | 2.0 | 4.0 | 8.5 | 78.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 | 28.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8010 | CO | City of Greeley | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 1.3 | 1.8 | 13.0 | 0.6 | 0.3 | 2.4 | 0.0 | 1.6 | 0.4 | 0.0 | 21.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.7 | 1.5 | 4.0 | 0.2 | 0.0 | 0.6 | 0.0 | 0.4 | 0.1 | 0.0 | 7.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.5 | 15.0 | 0.0 | 0.0 | 1.5 | 0.0 | 3.0 | 1.0 | 0.5 | 24.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.5 | 19.0 | 1.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 15.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 11.5 | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 3.0 | 21.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1047 P | CT | New Britain Trans | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.6 | 13.1 | 0.5 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 1.9 | 20.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.2 | 3.3 | 0.1 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.5 | 5.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 8.1 | 0.2 | 0.0 | 0.6 | 0.0 | 0.2 | 0.2 | 0.6 | 10.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 1.0 | 31.0 | 0.3 | 0.0 | 4.0 | 1.0 | 1.7 | 0.0 | 1.0 | 43.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 4.8 | 1.2 | 43.8 | 1.4 | 1.0 | 7.2 | 0.6 | 1.0 | 1.5 | 2.1 | 64.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1041 | CT | Westport TD | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 2.5 | 0.5 | 12.0 | 2.5 | 1.5 | 2.5 | 0.0 | 0.5 | 2.5 | 0.0 | 24.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.5 | 2.0 | 0.5 | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 5.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.8 | 34.7 | 2.0 | 1.9 | 6.8 | 2.1 | 4.2 | 2.0 | 3.2 | 60.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 1.6 | 3.0 | 33.0 | 1.4 | 0.4 | 5.0 | 0.0 | 3.0 | 2.0 | 0.6 | 50.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4031 | FL | Lakeland Area MTD | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 14.0 | 1.0 | 1.3 | 2.0 | 0.0 | 0.0 | 0.7 | 2.0 | 22.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 1.5 | 34.0 | 1.0 | 0.5 | 5.0 | 0.0 | 4.0 | 2.0 | 2.0 | 53.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4050 | FL | Smyrna TS | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 1.0 | 0.0 | 6.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4021 | GA | Albany TS | MB | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 18.5 | 0.9 | 1.0 | 3.8 | 0.0 | 2.9 | 0.0 | 1.9 | 30.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4047 | GA | Athens TS | MB | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 15.0 | 0.4 | 0.0 | 1.6 | 0.0 | 0.9 | 2.0 | 2.0 | 22.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4058 | GA | Rome TD | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 27.0 | 2.0 | 2.0 | 3.0 | 1.0 | 2.0 | 0.0 | 1.0 | 43.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7007 | IA | Bettendorf TS | MB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.6 | 0.1 | 5.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.9 | 0.0 | 8.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 0.1 | 1.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 2.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 3.6 | 0.2 | 28.0 | 1.0 | 0.0 | 3.0 | 0.0 | 3.0 | 0.2 | 0.0 | 39.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 12.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.5 | 0.0 | 15.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7009 | IA | Davenport Public Transit | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 2.5 | 2.5 | 41.0 | 1.3 | 0.8 | 5.8 | 0.4 | 2.1 | 0.9 | 0.0 | 57.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 4.1 | 4.7 | 12.0 | 0.0 | 0.0 | 1.6 | 1.5 | 1.8 | 0.0 | 0.7 | 26.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.4 | 0.5 | 3.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.2 | 0.0 | 0.1 | 4.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.1 | 5.4 | 0.0 | 0.0 | 0.8 | 0.0 | 0.5 | 0.0 | 0.0 | 7.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5063 | IL | Auarora Transit | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 3.0 | 36.0 | 0.0 | 5.0 | 4.0 | 0.0 | 0.0 | 0.0 | 1.0 | 53.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.3 | 1.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.5 | 0.0 | 2.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.5 | 26.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 1.2 | 0.5 | 34.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.5 | 1.3 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.5 | 4.0 | 0.3 | 0.0 | 0.6 | 0.0 | 0.5 | 0.0 | 0.0 | 6.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5068 | IL | Elgin-DOT | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 3.0 | 34.0 | 1.0 | 2.0 | 2.0 | 0.0 | 2.0 | 1.0 | 1.5 | 47.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5074 | IL | Highland Park Transit | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 7.5 | 0.0 | 0.5 | 1.0 | 0.0 | 0.5 | 1.5 | 0.5 | 11.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5055 | IL | Loves Park TS | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.3 | 4.5 | 0.0 | 1.0 | 2.0 | 0.0 | 0.0 | 1.0 | 1.0 | 9.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 5.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 2.0 | 42.0 | 1.0 | 6.0 | 5.0 | 0.0 | 0.0 | 0.0 | 2.0 | 63.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5078 | IL | Village of Niles | MB | 7 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 0.5 | 20.0 | 0.7 | 0.0 | 2.0 | 0.0 | 1.0 | 0.0 | 0.0 | 24.5 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 18.9 | 0.2 | 0.0 | 2.3 | 0.0 | 0.9 | 0.3 | 0.2 | 25.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | | | | | | | | | | | |
| | | OPERATING | | | 2.5 | 0.0 | 17.9 | 0.5 | 0.2 | 2.1 | 0.2 | 1.2 | 2.5 | 0.0 | 27.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5041 | IN | City of Anderson TS | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 2.5 | 1.7 | 21.0 | 1.7 | 0.0 | 2.5 | 0.0 | 3.3 | 2.5 | 0.8 | 36.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.3 | 5.0 | 0.3 | 0.0 | 0.5 | 0.0 | 0.7 | 0.5 | 0.2 | 8.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5042 | IN | East Chicago Bus TS | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 2.0 | 11.0 | 1.0 | 0.0 | 3.0 | 0.0 | 3.0 | 2.0 | 0.0 | 25.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 23.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 26.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.2 | 35.1 | 1.0 | 0.0 | 4.0 | 0.0 | 1.0 | 2.8 | 1.9 | 51.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.3 |
| 5043 | IN | Metro Evansville TS | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.0 | 33.0 | 0.9 | 0.0 | 5.0 | 0.0 | 0.0 | 0.9 | 0.9 | 41.5 |
| | | CAPITAL | | | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.5 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 33.7 | 0.9 | 0.0 | 7.1 | 0.0 | 2.0 | 1.0 | 1.8 | 48.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 4.0 | 0.1 | 0.0 | 1.3 | 0.0 | 1.0 | 0.0 | 0.2 | 8.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5105 | IN | Portage Township | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.9 | 4.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.4 | 0.6 | 0.0 | 6.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 22.0 | 0.0 | 1.0 | 2.0 | 0.0 | 3.0 | 1.0 | 1.0 | 31.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7014 | KS | Topeka MTA | MB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 5.5 | 32.5 | 1.0 | 1.5 | 5.5 | 0.0 | 2.0 | 4.0 | 2.5 | 56.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.5 | 2.5 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.5 | 0.0 | 4.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 4016 | KY | Ashland Bus System | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 1.0 | 0.0 | 10.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 3.3 | 0.5 | 0.2 | 1.3 | 0.2 | 0.5 | 0.8 | 0.0 | 6.8 |
| | | CAPITAL | | | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 |
| 4020 | KY | Owensboro TS | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 14.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 3.0 | 19.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6025 | LA | Alexandria TS | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 20.5 | 0.9 | 0.0 | 3.9 | 0.0 | 2.9 | 0.9 | 0.9 | 32.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.5 | 0.1 | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 0.1 | 2.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 5.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 40.0 | 3.0 | 0.0 | 12.0 | 0.0 | 3.0 | 2.0 | 2.0 | 65.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 1.0 | 23.1 | 0.3 | 0.2 | 3.8 | 0.0 | 2.5 | 0.2 | 0.8 | 34.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6023 | LA | Lake Charles TS | MB | 9 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 14.5 | 0.0 | 0.0 | 3.2 | 0.0 | 3.6 | 1.0 | 1.0 | 24.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6026 | LA | Monroe TS | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.0 | 21.0 | 1.0 | 0.0 | 2.1 | 0.0 | 4.0 | 2.0 | 1.0 | 33.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 23.0 | 78.0 | 1.0 | 16.0 | 5.3 | 0.0 | 0.0 | 1.0 | 4.0 | 129.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.0 | 22.0 | 0.0 | 1.3 | 2.7 | 1.0 | 2.0 | 2.0 | 3.0 | 38.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 2.0 | 7.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3041 | MD | Allegany County TAu | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.5 | 12.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 1.0 | 0.5 | 17.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3040 | MD | City of Annapolis | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 4.4 | 0.6 | 20.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.9 | 0.7 | 0.0 | 29.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 1.1 | 0.1 | 2.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.1 | 0.1 | 0.0 | 3.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3043 | MD | Columbia TS | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 2.0 | 20.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 26.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.8 | 17.4 | 0.0 | 0.0 | 2.5 | 0.0 | 1.8 | 0.0 | 0.0 | 25.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 1088 | ME | Casco Bay Island TD | FB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 5.0 | 15.0 | 0.5 | 0.0 | 2.0 | 0.0 | 0.0 | 2.5 | 1.0 | 27.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5030 | MI | Battle Creek Transit | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 3.5 | 0.0 | 20.0 | 1.6 | 0.0 | 12.2 | 0.0 | 0.0 | 0.0 | 1.7 | 39.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.4 | 0.2 | 0.0 | 0.8 | 0.0 | 0.0 | 0.4 | 0.2 | 3.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5037 | MI | Muskegon Are TA | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 28.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.9 | 31.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 1.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 3.0 | 13.5 | 0.0 | 0.0 | 1.0 | 0.0 | 0.5 | 2.0 | 0.0 | 21.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.4 | 24.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.9 | 0.6 | 30.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 1.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 4.4 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.5 | 10.5 | 0.0 | 0.5 | 3.0 | 0.0 | 1.0 | 1.0 | 1.5 | 20.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | |
| 8012 | MT | Great Falls TD | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 26.0 | 1.0 | 0.0 | 2.0 | 0.0 | 3.0 | 2.0 | 0.0 | 37.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 24.5 | 1.0 | 0.0 | 2.0 | 0.0 | 2.4 | 1.0 | 1.3 | 35.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4005 | NC | Asheville TA | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.0 | 28.0 | 1.0 | 0.0 | 5.0 | 0.0 | 3.0 | 1.0 | 1.0 | 41.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 6.0 | 0.0 | 26.0 | 2.0 | 4.0 | 5.0 | 0.0 | 4.0 | 2.0 | 1.0 | 50.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 9.0 | 1.0 | 1.0 | 1.5 | 0.5 | 0.0 | 1.0 | 1.0 | 16.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.5 | 19.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4011 | NC | High Point City TS | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 2.0 | 13.0 | 0.8 | 0.0 | 2.5 | 0.0 | 2.4 | 3.0 | 0.8 | 26.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 3.0 | 0.2 | 0.0 | 0.5 | 0.0 | 0.6 | 1.0 | 0.2 | 7.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4006 | NC | Wilmington TA | MB | 12 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 18.0 | 0.0 | 1.0 | 3.0 | 0.0 | 4.0 | 1.0 | 1.0 | 29.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

### TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 8008 | ND | Grand Forks City Bus | MB | 13 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.1 | 15.7 | 0.5 | 0.0 | 1.8 | 0.2 | 0.5 | 0.5 | 0.1 | 20.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 13.0 | 0.0 | 0.0 | 0.4 | 0.6 | 0.5 | 0.0 | 0.0 | 16.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2005 | NY | Chemung County TS | MB | 21 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.0 | 41.0 | 0.8 | 0.0 | 7.5 | 2.0 | 1.0 | 0.8 | 3.0 | 58.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.0 | 3.0 | 0.2 | 0.0 | 1.5 | 1.0 | 1.0 | 0.2 | 2.0 | 10.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 16.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.3 | 0.8 | 0.4 | 0.0 | 0.0 | 12.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.9 | 0.0 | 23.6 | 1.0 | 0.0 | 3.9 | 0.0 | 1.0 | 1.9 | 1.0 | 34.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.0 | 0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2006 | NY | Long Beach TA | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 15.0 | 0.5 | 1.0 | 7.0 | 0.5 | 1.5 | 0.5 | 0.0 | 26.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.0 | 11.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.5 | 0.0 | 15.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2083 P | NY | New York - Easyride | DR | 12 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 12.3 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 3.0 | 3.6 | 23.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 7.6 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 12.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 2.0 | 9.9 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.1 | 0.0 | 14.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 0.0 | 11.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 27.0 | 3.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 39.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2082 | NY | Staten Island Ferry | FB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 8.0 | 450.0 | 4.0 | 56.0 | 59.0 | 35.0 | 0.0 | 8.0 | 22.0 | 644.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 0.0 | 4.0 | 1.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 6.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | | | | | | | | | | | |
| | | OPERATING | | | 6.2 | 17.2 | 35.6 | 1.0 | 1.0 | 3.4 | 0.0 | 3.3 | 4.0 | 6.3 | 78.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

## TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5018 | OH | Hamilton City Lines | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 1.0 | 17.0 | 0.0 | 0.0 | 3.0 | 0.0 | 1.0 | 1.0 | 0.0 | 23.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.3 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | | | | | | | | | | | |
| | | OPERATING | | | 6.9 | 0.6 | 27.5 | 1.1 | 3.8 | 7.8 | 0.0 | 3.8 | 5.9 | 7.3 | 64.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 2.5 | 4.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 2.4 | 0.0 | 15.5 | 0.9 | 0.0 | 1.9 | 0.0 | 1.9 | 1.9 | 0.0 | 24.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.0 | 1.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.1 | 0.1 | 0.0 | 1.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 8.8 | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 | 3.0 | 1.0 | 15.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5019 | OH | Middletown TS | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.0 | 6.7 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.1 | 10.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5013 | OH | Norwood Transit System | MB | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 2.3 | 0.1 | 0.0 | 0.2 | 0.0 | 0.1 | 0.1 | 0.2 | 3.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 2.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5020 P | OH | Springfield Bus Company | MB | 9 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 2.0 | 9.0 | 1.0 | 0.0 | 4.0 | 0.0 | 1.0 | 2.0 | 2.0 | 21.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.5 | 21.5 | 0.3 | 0.5 | 2.0 | 0.0 | 2.0 | 1.5 | 1.0 | 29.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.5 | 1.7 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 1.0 | 38.0 | 2.0 | 0.0 | 10.0 | 3.0 | 5.0 | 4.0 | 8.0 | 76.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 1.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 8.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 13.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.8 | 10.0 | 1.5 | 0.4 | 1.4 | 0.7 | 0.7 | 0.8 | 0.3 | 18.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.3 | 9.2 | 0.5 | 0.1 | 0.6 | 0.3 | 0.3 | 0.3 | 0.2 | 12.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 1.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 23.0 | 1.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.9 | 0.9 | 33.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 |

### TABLE 3.14 as of 06/02/86 — continued

### TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | | | | | |
| 3027 | PA | York Area TA | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.0 | 21.5 | 1.0 | 1.0 | 6.0 | 0.0 | 2.0 | 2.0 | 1.0 | 37.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.0 | 24.0 | 1.0 | 0.0 | 3.0 | 0.0 | 1.5 | 1.0 | 0.5 | 34.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 1.5 | 0.0 | 0.2 | 0.0 | 0.7 | 6.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4057 | TN | Jackson TA | MB | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 14.0 | 0.0 | 1.0 | 3.0 | 0.0 | 2.0 | 2.0 | 1.0 | 24.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4054 | TN | Johnson City TS | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.0 | 10.0 | 0.0 | 0.7 | 2.0 | 0.0 | 0.0 | 1.0 | 1.5 | 16.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6040 | TX | Abilene Transit System | MB | 12 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 1.0 | 16.0 | 1.0 | 0.0 | 3.0 | 0.0 | 1.0 | 0.0 | 1.0 | 25.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6001 | TX | Amarillo Transit System | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.5 | 40.0 | 1.0 | 0.0 | 5.0 | 0.0 | 1.0 | 1.0 | 0.5 | 50.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6041 | TX | Arlington Handitran | DR | 4 | | | | | | | | | | | |
| | | OPERATING | | | 1.7 | 1.5 | 6.8 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.5 | 0.0 | 10.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6016 | TX | Beaumont Transit System | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.0 | 24.5 | 0.0 | 1.0 | 5.5 | 0.0 | 2.5 | 0.9 | 2.0 | 37.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 2.5 | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 | 0.1 | 0.0 | 4.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 6014 | TX | City of Brownsville | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 3.1 | 46.8 | 1.0 | 2.0 | 7.2 | 3.1 | 3.1 | 1.0 | 12.5 | 79.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.0 | 18.0 | 1.0 | 0.0 | 4.0 | 0.0 | 2.0 | 1.0 | 2.0 | 29.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6009 | TX | Laredo Muni TS | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 5.0 | 0.0 | 49.0 | 3.0 | 0.0 | 9.0 | 0.0 | 2.0 | 3.0 | 3.0 | 74.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.5 | 11.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 1.0 | 1.5 | 18.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6037 | TX | San Angelo TD | MB | 6 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.9 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 11.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6012 | TX | Waco Transit System | MB | 18 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.5 | 18.0 | 1.0 | 0.0 | 2.9 | 0.5 | 3.0 | 4.0 | 0.0 | 30.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.5 | 1.6 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.0 | 10.8 | 1.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 1.4 | 16.0 |
| | | CAPITAL | | | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 0.0 | 3.7 | 0.0 | 0.0 | 1.5 | 0.5 | 0.5 | 0.0 | 0.8 | 7.8 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3036 | VA | Charlottesville Transit | MB | 8 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 19.0 | 1.0 | 0.0 | 3.0 | 0.0 | 2.0 | 1.0 | 2.0 | 31.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.2 | 0.4 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.8 | 0.3 | 3.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 15 | | | | | | | | | | | |
| | | OPERATING | | | 0.8 | 1.1 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 2.2 | 1.0 | 14.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 4.0 | 1.0 | 41.0 | 2.0 | 1.0 | 7.0 | 0.0 | 4.0 | 2.0 | 1.0 | 63.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 15.0 | 0.0 | 0.0 | 3.0 | 0.0 | 5.0 | 0.0 | 0.0 | 26.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1066 | VT | Chittenden County TA | MB | 20 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 33.0 | 1.0 | 2.0 | 4.0 | 2.0 | 2.0 | 1.0 | 2.0 | 49.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0016 | WA | City of Longview | MB | 4 | | | | | | | | | | | |
| | | OPERATING | | | 0.5 | 0.0 | 8.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 1.0 | 0.0 | 9.9 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0023 | WA | City of Seattle | SC | 2 | | | | | | | | | | | |
| | | OPERATING | | | 0.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 3.9 |
| | | CAPITAL | | | 0.1 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 1.7 |
| | | | AG | 0 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 4.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.3 | 0.2 | 7.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | | | | | | | | | | | |
| | | OPERATING | | | 2.7 | 2.2 | 9.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.5 | 1.0 | 16.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | | | | | | | | | | | |
| | | OPERATING | | | 41.0 | 821.0 | 270.0 | 0.0 | 77.0 | 0.0 | 0.0 | 0.0 | 38.0 | 6.0 | 1253.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | | | | | | | | | | | |
| | | OPERATING | | | 2.0 | 3.0 | 5.0 | 3.0 | 0.0 | 0.1 | 0.1 | 0.0 | 2.0 | 0.8 | 16.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5109 | WI | Beloit Transit System | MB | 12 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 2.0 | 1.0 | 18.1 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5099 | WI | Eau Claire Transit | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 2.2 | 2.5 | 25.5 | 0.4 | 0.0 | 2.5 | 0.0 | 4.0 | 0.0 | 0.0 | 37.1 |
| | | CAPITAL | | | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 5002 | WI | Green Bay TS | MB | 24 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 3.0 | 48.0 | 1.0 | 0.0 | 7.0 | 1.0 | 2.0 | 1.0 | 1.0 | 64.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5108 | WI | Janesville Transit System | MB | 15 | | | | | | | | | | | |
| | | OPERATING | | | 0.0 | 0.0 | 20.0 | 1.0 | 0.0 | 2.5 | 1.5 | 0.7 | 2.0 | 1.0 | 28.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.2 | 23.0 | 1.0 | 0.5 | 5.0 | 0.0 | 0.0 | 1.0 | 0.3 | 33.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5088 | WI | Sheboygan Transit | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 3.0 | 1.0 | 30.0 | 1.0 | 2.0 | 4.0 | 0.0 | 2.5 | 0.0 | 0.0 | 43.5 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TABLE 3.14 as of 06/02/86 — continued

**TRANSIT SYSTEM EMPLOYEE COUNT: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF LABOR EQUIVALENTS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | TRANSPORTATION | | | MAINTENANCE | | | | | GENERAL ADMINISTRATION | | TOTAL |
| | | | | | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH OPER | EXEC/ PROF/ SUPERV | SUPPORT | REV VEH MAINT MECH | OTHER MAINT MECH | VEH SERV PERSON | EXEC/ PROF/ SUPERV | SUPPORT | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | | |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | | | | | | | | | | | |
| | | OPERATING | | | 1.5 | 0.0 | 12.6 | 0.9 | 0.0 | 3.3 | 0.0 | 0.0 | 1.7 | 1.0 | 21.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.4 |
| 5091 | WI | Wausau Area Transit | MB | 14 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 0.5 | 20.0 | 1.0 | 0.0 | 4.0 | 0.0 | 2.0 | 1.0 | 0.5 | 30.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 2.0 | 21.0 | 1.0 | 1.0 | 5.0 | 0.0 | 1.0 | 1.0 | 2.0 | 35.0 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | | | | | | | | | | | |
| | | OPERATING | | | 0.9 | 0.4 | 6.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.7 | 0.9 | 0.4 | 11.3 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | DR | 1 | | | | | | | | | | | |
| | | OPERATING | | | 0.1 | 0.1 | 1.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.1 | 0.1 | 2.2 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | | | | | | | | | | | |
| | | OPERATING | | | 1.0 | 1.0 | 27.0 | 0.8 | 0.2 | 3.8 | 0.0 | 2.8 | 1.5 | 0.6 | 38.7 |
| | | CAPITAL | | | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 1.2 | 0.0 | 0.2 | 0.5 | 0.2 | 2.3 |

## TABLE 3.15 as of 06/02/86

## TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 8091 | 3953 | 48 | 13 | 5 | 0 | 3704 | 2279 | 84 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 2221 | 1083 | 0 | 1 | 0 | 0 | 1358 | 1364 | 0 |
| | | | RR | 264 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 |
| | | | TOTAL | 1699 | 2221 | 1083 | 2 | 1 | 0 | 1 | 1358 | 1364 | 1 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 4504 | 1702 | 0 | 3 | 1 | 0 | 4998 | 2475 | 0 |
| | | | RR | 890 | 45 | 272 | 518 | 4 | 0 | 0 | 106 | 798 | 496 |
| | | | DR | 40 | 47 | 19 | 0 | 0 | 0 | 0 | 7 | 16 | 0 |
| | | | TOTAL | 2798 | 4596 | 1993 | 518 | 7 | 1 | 0 | 5111 | 3289 | 496 |
| 1003 | MA | Boston-MBTA | MB | 717 | 1852 | 432 | 67 | 2 | 0 | 0 | 316 | 431 | 65 |
| | | | RR | 301 | 22 | 235 | 466 | 1 | 0 | 0 | 28 | 147 | 470 |
| | | | SC | 90 | 453 | 232 | 42 | 1 | 0 | 0 | 253 | 148 | 40 |
| | | | TB | 25 | 47 | 23 | 0 | 0 | 0 | 0 | 2 | 25 | 0 |
| | | | TOTAL | 1133 | 2374 | 922 | 575 | 4 | 0 | 0 | 599 | 751 | 575 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | 3061 | 1821 | 2 | 2 | 2 | 0 | 482 | 1556 | 1 |
| | | | SC | 16 | 14 | 24 | 7 | 0 | 1 | 0 | 0 | 21 | 7 |
| | | | CR | 633 | 70 | 2046 | 0 | 1 | 26 | 0 | 13 | 1454 | 0 |
| | | | TOTAL | 2103 | 3145 | 3891 | 9 | 3 | 29 | 0 | 495 | 3031 | 8 |
| 2008 | NY | New York CTA | MB | 3252 | 7160 | 2087 | 0 | 0 | 0 | 0 | 1257 | 2171 | 0 |
| | | | RR | 4932 | 74 | 1455 | 2094 | 34 | 5 | 6 | 49 | 1520 | 2091 |
| | | | TOTAL | 8184 | 7234 | 3542 | 2094 | 34 | 5 | 6 | 1306 | 3691 | 2091 |
| 2100 | NY | New York-LIRR | CR | 1093 | 28 | 105 | 224 | 14 | 4 | 0 | 6 | 137 | 224 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 1869 | 786 | 0 | 0 | 0 | 0 | 658 | 1201 | 0 |
| | | | RR | 286 | 11 | 98 | 167 | 8 | 3 | 0 | 3 | 234 | 167 |
| | | | SC | 186 | 530 | 189 | 0 | 3 | 0 | 0 | 243 | 272 | 0 |
| | | | TB | 69 | 79 | 48 | 0 | 0 | 0 | 0 | 24 | 73 | 0 |
| | | | CR | 340 | 38 | 317 | 272 | 3 | 0 | 0 | 26 | 275 | 272 |
| | | | TOTAL | 1957 | 2527 | 1438 | 439 | 14 | 3 | 0 | 954 | 2055 | 439 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 3109 | 1209 | 0 | 5 | 1 | 0 | 948 | 992 | 0 |
| | | | SC | 46 | 181 | 70 | 0 | 0 | 0 | 0 | 55 | 58 | 0 |
| | | | IP | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 827 | 3290 | 1280 | 0 | 5 | 1 | 0 | 1003 | 1051 | 0 |

TABLE 3.15 as of 06/02/86 – continued

## TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0001 | WA | Seattle Metro | MB | 860 | 1260 | 100 | 0 | 2 | 0 | 0 | 76 | 103 | 0 |
| | | | TB | 88 | 326 | 45 | 0 | 0 | 0 | 0 | 21 | 46 | 0 |
| | | | VP | 106 | 54 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| | | | TOTAL | 1054 | 1640 | 146 | 0 | 2 | 0 | 0 | 98 | 150 | 0 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 1356 | 526 | 0 | 2 | 1 | 0 | 337 | 556 | 0 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 1349 | 261 | 1 | 1 | 0 | 0 | 171 | 287 | 1 |
| | | | SC | 92 | 81 | 93 | 1 | 0 | 0 | 0 | 24 | 84 | 1 |
| | | | TB | 278 | 1148 | 350 | 1 | 1 | 0 | 0 | 69 | 332 | 1 |
| | | | CC | 26 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| | | | TOTAL | 786 | 2587 | 711 | 3 | 2 | 0 | 0 | 264 | 710 | 3 |
| 8006 | CO | Denver-RTD | MB | 613 | 1236 | 315 | 0 | 0 | 0 | 0 | 163 | 474 | 0 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 1168 | 428 | 278 | 1 | 0 | 0 | 293 | 423 | 246 |
| | | | RR | 40 | 0 | 2 | 15 | 0 | 0 | 0 | 3 | 6 | 1 |
| | | | TOTAL | 468 | 1168 | 430 | 293 | 1 | 0 | 0 | 296 | 429 | 247 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 584 | 78 | 0 | 1 | 1 | 0 | 248 | 83 | 0 |
| | | | RR | 78 | 12 | 0 | 276 | 3 | 0 | 1 | 3 | 6 | 279 |
| | | | TOTAL | 742 | 596 | 78 | 276 | 4 | 1 | 1 | 251 | 89 | 279 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 2128 | 928 | 0 | 2 | 0 | 0 | 4707 | 928 | 0 |
| | | | RR | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 767 | 2128 | 928 | 0 | 2 | 0 | 0 | 4707 | 928 | 0 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 710 | 453 | 0 | 5 | 0 | 0 | 259 | 321 | 0 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 1294 | 1383 | 23 | 0 | 1 | 0 | 237 | 747 | 0 |
| | | | VP | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 31 | 21 | 17 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| | | | TOTAL | 937 | 1315 | 1400 | 23 | 0 | 1 | 0 | 237 | 760 | 0 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 799 | 322 | 27 | 1 | 0 | 0 | 312 | 316 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS |  |  | NUMBER OF FATALITIES |  |  | NUMBER OF INJURIES |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2078 | NY | New York-MTNR | CR | 782 | 0 | 18 | 450 | 0 | 7 | 0 | 0 | 94 | 23 |
| 5015 | OH | Cleveland RTA | MB | 567 | 1314 | 908 | 33 | 1 | 1 | 1 | 484 | 907 | 32 |
|  |  |  | RR | 46 | 20 | 87 | 113 | 3 | 1 | 1 | 9 | 86 | 98 |
|  |  |  | SC | 28 | 25 | 62 | 41 | 2 | 1 | 0 | 11 | 61 | 34 |
|  |  |  | DR | 49 | 67 | 41 | 10 | 0 | 0 | 0 | 6 | 41 | 10 |
|  |  |  | TOTAL | 690 | 1426 | 1098 | 197 | 6 | 3 | 2 | 510 | 1095 | 174 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 861 | 433 | 0 | 4 | 0 | 0 | 1204 | 468 | 0 |
| 6004 | TX | Dallas TS | MB | 452 | 758 | 0 | 191 | 3 | 0 | 0 | 258 | 0 | 0 |
| 6008 | TX | Houston-MTA | MB | 600 | 819 | 388 | 0 | 4 | 0 | 0 | 181 | 372 | 0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 723 | 453 | 0 | 0 | 0 | 0 | 438 | 611 | 236 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9036 | CA | Orange County TD | MB | 327 | 593 | 242 | 269 | 1 | 0 | 0 | 93 | 178 | 273 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 264 | 92 | 0 | 0 | 0 | 0 | 44 | 92 | 0 |
|  |  |  | FB | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
|  |  |  | VP | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
|  |  |  | TOTAL | 244 | 275 | 99 | 0 | 0 | 0 | 0 | 46 | 99 | 0 |
| 9003 | CA | San Francisco-BART | RR | 327 | 1 | 30 | 92 | 0 | 0 | 0 | 0 | 29 | 92 |
| 9009 | CA | San Mateo County District | MB | 251 | 242 | 97 | 0 | 0 | 0 | 0 | 35 | 69 | 0 |
|  |  |  | DR | 12 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | TOTAL | 263 | 253 | 101 | 0 | 0 | 0 | 0 | 35 | 69 | 0 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 521 | 377 | 0 | 0 | 0 | 0 | 46 | 138 | 0 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 690 | 326 | 0 | 4 | 0 | 0 | 195 | 344 | 0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 24 | 81 | 35 | 3 | 0 | 0 | 16 | 85 | 35 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 674 | 420 | 29 | 0 | 1 | 0 | 625 | 478 | 29 |
|  |  |  | SC | 22 | 143 | 8 | 0 | 0 | 0 | 0 | 46 | 53 | 0 |
|  |  |  | TOTAL | 395 | 817 | 428 | 29 | 0 | 1 | 0 | 671 | 531 | 29 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 279 | 64 | 0 | 0 | 0 | 0 | 26 | 49 | 0 |
|  |  |  | DR | 146 | 50 | 45 | 0 | 0 | 0 | 0 | 4 | 40 | 0 |
|  |  |  | TOTAL | 371 | 329 | 109 | 0 | 0 | 0 | 0 | 30 | 89 | 0 |

TABLE 3.15 as of 06/02/86 – continued

### TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| | | **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 271 | 172 | 28 | 0 | 0 | 0 | 42 | 169 | 0 |
| | | | DR | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| | | | TOTAL | 258 | 278 | 174 | 28 | 0 | 0 | 0 | 44 | 170 | 0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 717 | 521 | 0 | 3 | 0 | 0 | 18 | 521 | 0 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 319 | 62 | 0 | 1 | 0 | 0 | 39 | 62 | 0 |
| 2098 | NY | New York-PATH | RR | 260 | 1 | 17 | 57 | 0 | 0 | 0 | 2 | 22 | 52 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 615 | 249 | 42 | 0 | 0 | 0 | 104 | 249 | 0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 497 | 303 | 0 | 2 | 0 | 0 | 42 | 303 | 0 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 312 | 107 | 2 | 0 | 0 | 0 | 99 | 98 | 0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 496 | 334 | 9 | 2 | 0 | 0 | 69 | 323 | 9 |
| | | | DR | 16 | 11 | 12 | 2 | 0 | 0 | 0 | 1 | 11 | 2 |
| | | | TOTAL | 396 | 507 | 346 | 11 | 2 | 0 | 0 | 70 | 334 | 11 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 342 | 40 | 0 | 0 | 0 | 0 | 30 | 30 | 0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | 243 | 63 | 25 | 0 | 0 | 0 | 46 | 63 | 25 |
| | | | VP | 95 | 15 | 4 | 0 | 0 | 0 | 0 | 8 | 4 | 0 |
| | | | DR | 58 | 25 | 8 | 4 | 0 | 0 | 0 | 7 | 8 | 4 |
| | | | TOTAL | 292 | 283 | 75 | 29 | 0 | 0 | 0 | 61 | 75 | 29 |
| | | **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 74 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 0 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 131 | 65 | 0 | 1 | 0 | 0 | 43 | 69 | 0 |
| | | | DR | 15 | 18 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| | | | TOTAL | 135 | 149 | 65 | 0 | 1 | 0 | 0 | 50 | 69 | 0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 293 | 75 | 0 | 0 | 0 | 0 | 35 | 32 | 0 |
| 9023 | CA | Long Beach PTC | MB | 130 | 272 | 177 | 13 | 0 | 1 | 0 | 55 | 176 | 0 |
| 9019 | CA | Sacramento RTD | MB | 189 | 324 | 298 | 0 | 0 | 0 | 0 | 22 | 161 | 0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 42 | 14 | 0 | 0 | 0 | 0 | 7 | 14 | 0 |
| 9026 | CA | San Diego TS | MB | 201 | 511 | 361 | 0 | 1 | 0 | 0 | 151 | 366 | 0 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 409 | 88 | 0 | 0 | 0 | 0 | 79 | 200 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 298 | 138 | 0 | 1 | 0 | 0 | 60 | 138 | 0 |
| 3031 | DE | Wilmington-DART | MB | 100 | 102 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 280 | 31 | 0 | 0 | 0 | 0 | 96 | 35 | 0 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 191 | 68 | 0 | 0 | 0 | 0 | 50 | 63 | 0 |
| 4040 | FL | Jacksonville TA | MB | 176 | 125 | 11 | 48 | 1 | 0 | 0 | 21 | 11 | 0 |
| | | | DR | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | TOTAL | 183 | 129 | 13 | 48 | 1 | 0 | 0 | 21 | 13 | 0 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 192 | 40 | 0 | 0 | 0 | 0 | 22 | 35 | 0 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 477 | 369 | 164 | 0 | 0 | 0 | 71 | 358 | 106 |
| | | | DR | 6 | 7 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| | | | TOTAL | 207 | 484 | 374 | 164 | 0 | 0 | 0 | 72 | 363 | 106 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 414 | 297 | 57 | 0 | 0 | 0 | 36 | 201 | 25 |
| | | | DR | 9 | 3 | 13 | 0 | 0 | 0 | 0 | 1 | 10 | 0 |
| | | | TOTAL | 239 | 417 | 310 | 57 | 0 | 0 | 0 | 37 | 211 | 25 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 144 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | | | DR | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 136 | 144 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 97 | 28 | 0 | 0 | 0 | 0 | 16 | 28 | 0 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 496 | 147 | 0 | 0 | 0 | 0 | 128 | 216 | 0 |
| 4008 | NC | Charlotte TS | MB | 100 | 210 | 48 | 0 | 0 | 0 | 0 | 125 | 48 | 0 |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 105 | 36 | 55 | 0 | 0 | 0 | 8 | 36 | 10 |
| | | | DR | 20 | 9 | 7 | 1 | 0 | 0 | 0 | 0 | 7 | 0 |
| | | | TOTAL | 78 | 114 | 43 | 56 | 0 | 0 | 0 | 8 | 43 | 10 |
| 7002 | NE | TA of Omaha | MB | 154 | 238 | 88 | 0 | 0 | 0 | 0 | 25 | 82 | 0 |
| | | | DR | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | | | TOTAL | 165 | 246 | 88 | 0 | 0 | 0 | 0 | 26 | 82 | 0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 345 | 96 | 0 | 0 | 0 | 0 | 207 | 96 | 0 |

TABLE 3.15 as of 06/02/86 – continued

### TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 185 | 13 | 0 | 0 | 0 | 0 | 19 | 13 | 0 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 227 | 198 | 0 | 1 | 0 | 0 | 144 | 262 | 0 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 452 | 136 | 0 | 0 | 0 | 0 | 87 | 135 | 0 |
| 2113 | NY | Rochester-RTS | MB | 195 | 285 | 71 | 28 | 0 | 0 | 0 | 30 | 71 | 28 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 315 | 46 | 0 | 0 | 0 | 0 | 77 | 52 | 0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 304 | 152 | 0 | 0 | 0 | 0 | 1 | 154 | 0 |
| | | | DR | 15 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| | | | TOTAL | 184 | 312 | 155 | 0 | 0 | 0 | 0 | 1 | 157 | 0 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 412 | 40 | 0 | 0 | 0 | 0 | 192 | 40 | 0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 340 | 60 | 0 | 0 | 0 | 0 | 170 | 60 | 0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 46 | 7 | 0 | 0 | 0 | 0 | 19 | 7 | 0 |
| | | | DR | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| | | | TOTAL | 110 | 51 | 8 | 0 | 0 | 0 | 0 | 21 | 8 | 0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 226 | 178 | 1 | 0 | 0 | 0 | 8 | 103 | 1 |
| | | | TB | 61 | 216 | 412 | 4 | 0 | 0 | 0 | 11 | 198 | 69 |
| | | | DR | 6 | 18 | 22 | 0 | 0 | 0 | 0 | 1 | 14 | 0 |
| | | | TOTAL | 182 | 460 | 612 | 5 | 0 | 0 | 0 | 20 | 315 | 70 |
| 5022 | OH | Toledo RTA | MB | 178 | 449 | 186 | 0 | 0 | 0 | 0 | 72 | 209 | 0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 474 | 333 | 17 | 0 | 0 | 0 | 69 | 294 | 0 |
| 4003 | TN | Memphis Area TA | MB | 139 | 122 | 57 | 0 | 0 | 0 | 0 | 112 | 38 | 0 |
| | | | DR | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| | | | TOTAL | 146 | 132 | 57 | 0 | 0 | 0 | 0 | 115 | 38 | 0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 156 | 46 | 0 | 0 | 0 | 0 | 17 | 38 | 0 |
| | | | VP | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 131 | 156 | 46 | 0 | 0 | 0 | 0 | 17 | 38 | 0 |
| 6006 | TX | El Paso PTA | MB | 84 | 61 | 235 | 0 | 0 | 0 | 0 | 0 | 104 | 0 |
| | | | DR | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 92 | 64 | 236 | 0 | 0 | 0 | 0 | 0 | 105 | 0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 119 | 30 | 1 | 1 | 0 | 0 | 22 | 20 | 1 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 296 | 105 | 4 | 0 | 1 | 0 | 70 | 121 | 0 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 92 | 58 | 19 | 0 | 0 | 0 | 4 | 7 | 9 |
| | | | DR | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 99 | 95 | 60 | 19 | 0 | 0 | 0 | 4 | 8 | 9 |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 148 | 25 | 1 | 1 | 0 | 0 | 37 | 25 | 0 |
| | | | VP | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 18 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 0 |
| | | | TOTAL | 124 | 157 | 38 | 1 | 1 | 0 | 0 | 37 | 38 | 0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 146 | 52 | 0 | 0 | 0 | 0 | 40 | 89 | 0 |
| | | | DR | 25 | 31 | 3 | 0 | 0 | 0 | 0 | 8 | 12 | 0 |
| | | | TOTAL | 135 | 177 | 55 | 0 | 0 | 0 | 0 | 48 | 101 | 0 |
| 5005 | WI | Madison Metro | MB | 173 | 155 | 16 | 5 | 0 | 0 | 0 | 19 | 10 | 3 |
| | | | DR | 9 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 182 | 165 | 18 | 5 | 0 | 0 | 0 | 19 | 11 | 3 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 101 | 10 | 2 | 0 | 0 | 0 | 9 | 10 | 0 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 78 | 40 | 3 | 0 | 0 | 0 | 18 | 55 | 3 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 142 | 63 | 0 | 0 | 0 | 0 | 7 | 47 | 0 |
| 9027 | CA | Fresno TS | MB | 67 | 67 | 17 | 0 | 0 | 0 | 0 | 4 | 14 | 0 |
| | | | DR | 9 | 5 | 6 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| | | | TOTAL | 76 | 72 | 23 | 0 | 0 | 0 | 0 | 6 | 17 | 0 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 195 | 80 | 16 | 0 | 0 | 0 | 19 | 46 | 2 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 69 | 94 | 0 | 0 | 0 | 0 | 5 | 68 | 0 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 161 | 15 | 0 | 0 | 0 | 0 | 13 | 15 | 0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 189 | 84 | 0 | 0 | 0 | 0 | 10 | 84 | 0 |
| 9012 | CA | Stockton MTD | MB | 43 | 30 | 17 | 0 | 0 | 0 | 0 | 4 | 15 | 0 |
| | | | DR | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 50 | 32 | 18 | 0 | 0 | 0 | 0 | 4 | 16 | 0 |

TABLE 3.15 as of 06/02/86 -- continued

**TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 39 | 10 | 0 | 0 | 0 | 0 | 21 | 7 | 0 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 135 | 44 | 0 | 0 | 0 | 0 | 13 | 40 | 0 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 4035 | FL | Orlando TCT | MB | 69 | 110 | 72 | 2 | 0 | 0 | 0 | 8 | 70 | 2 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 33 | 39 | 31 | 1 | 0 | 0 | 7 | 23 | 31 |
| | | | DR | 12 | 6 | 4 | 1 | 0 | 0 | 0 | 2 | 1 | 1 |
| | | | TOTAL | 65 | 39 | 43 | 32 | 1 | 0 | 0 | 9 | 24 | 32 |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 62 | 46 | 0 | 0 | 0 | 0 | 11 | 38 | 0 |
| | | | DR | 9 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| | | | TOTAL | 59 | 64 | 56 | 0 | 0 | 0 | 0 | 11 | 46 | 0 |
| 7010 | IA | Des Moines MTA | MB | 74 | 60 | 22 | 0 | 0 | 0 | 0 | 6 | 22 | 0 |
| | | | DR | 16 | 23 | 4 | 0 | 1 | 0 | 0 | 2 | 4 | 0 |
| | | | TOTAL | 90 | 83 | 26 | 0 | 1 | 0 | 0 | 8 | 26 | 0 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 35 | 9 | 0 | 0 | 0 | 0 | 7 | 9 | 0 |
| 5058 | IL | Rockford MTD | MB | 40 | 29 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 227 | 0 | 0 | 1 | 0 | 0 | 40 | 0 | 0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 22 | 20 | 0 | 0 | 1 | 0 | 20 | 19 | 0 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 102 | 21 | 2 | 0 | 0 | 0 | 8 | 21 | 0 |
| 5052 | IN | South Bend PTC | MB | 48 | 72 | 40 | 13 | 0 | 0 | 0 | 9 | 43 | 11 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 145 | 109 | 29 | 0 | 0 | 0 | 21 | 57 | 26 |
| | | | DR | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 85 | 150 | 109 | 29 | 0 | 0 | 0 | 21 | 57 | 26 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 55 | 4 | 0 | 0 | 0 | 0 | 6 | 4 | 0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 178 | 0 | 18 | 0 | 0 | 0 | 55 | 0 | 18 |
| 1004 | MA | Brockton Area TA | MB | 40 | 35 | 0 | 2 | 0 | 0 | 0 | 16 | 0 | 0 |
| | | | DR | 24 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| | | | TOTAL | 64 | 47 | 0 | 2 | 0 | 0 | 0 | 19 | 0 | 0 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 98 | 52 | 8 | 0 | 0 | 0 | 8 | 42 | 6 |
| | | | DR | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 81 | 98 | 52 | 8 | 0 | 0 | 0 | 8 | 42 | 6 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS |  |  | NUMBER OF FATALITIES |  |  | NUMBER OF INJURIES |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 71 | 42 | 4 | 0 | 0 | 0 | 6 | 4 | 0 |
| 1014 | MA | Worcester RTA | MB | 56 | 66 | 52 | 12 | 0 | 0 | 0 | 3 | 43 | 12 |
|  |  |  | DR | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
|  |  |  | TOTAL | 59 | 67 | 53 | 12 | 0 | 0 | 0 | 4 | 44 | 12 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 54 | 49 | 9 | 0 | 0 | 0 | 1 | 41 | 0 |
|  |  |  | DR | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | TOTAL | 51 | 54 | 51 | 9 | 0 | 0 | 0 | 1 | 41 | 0 |
| 5032 | MI | Flint-MTA | MB | 51 | 77 | 23 | 0 | 0 | 0 | 0 | 6 | 16 | 0 |
|  |  |  | DR | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
|  |  |  | TOTAL | 57 | 77 | 24 | 0 | 0 | 0 | 0 | 6 | 18 | 0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 55 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
|  |  |  | DR | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | TOTAL | 71 | 55 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 90 | 19 | 0 | 0 | 0 | 0 | 20 | 10 | 0 |
|  |  |  | DR | 8 | 9 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 0 |
|  |  |  | TOTAL | 48 | 99 | 25 | 0 | 0 | 0 | 0 | 21 | 13 | 0 |
| 5025 | MN | Duluth TA | MB | 68 | 104 | 5 | 4 | 0 | 0 | 0 | 17 | 10 | 4 |
|  |  |  | DR | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | TOTAL | 71 | 107 | 5 | 4 | 0 | 0 | 0 | 17 | 10 | 4 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 34 | 5 | 0 | 0 | 0 | 0 | 4 | 5 | 0 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 18 | 5 | 3 | 0 | 0 | 0 | 7 | 5 | 0 |
|  |  |  | DR | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
|  |  |  | TOTAL | 64 | 25 | 7 | 3 | 0 | 0 | 0 | 7 | 7 | 0 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 63 | 39 | 0 | 0 | 0 | 0 | 21 | 10 | 0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 1 | 12 | 28 | 0 | 0 | 0 | 1 | 12 | 28 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 36 | 2 | 16 | 0 | 0 | 0 | 3 | 0 | 7 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 141 | 33 | 0 | 0 | 0 | 0 | 68 | 32 | 0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 60 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 140 | 69 | 0 | 0 | 0 | 0 | 10 | 61 | 0 |

TABLE 3.15 as of 06/02/86 – continued

## TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 132 | 21 | 1 | 0 | 0 | 0 | 14 | 29 | 2 |
| | | | DR | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| | | | TOTAL | 84 | 135 | 24 | 1 | 0 | 0 | 0 | 14 | 33 | 2 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 94 | 43 | 22 | 1 | 0 | 0 | 12 | 43 | 0 |
| | | | DR | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 86 | 96 | 45 | 22 | 1 | 0 | 0 | 12 | 44 | 0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 61 | 12 | 2 | 0 | 0 | 0 | 18 | 17 | 2 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 77 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| 3013 | PA | Erie MTA | MB | 57 | 51 | 32 | 0 | 0 | 0 | 0 | 5 | 31 | 0 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 30 | 8 | 3 | 0 | 0 | 0 | 0 | 8 | 0 |
| 3024 | PA | Reading-BARTA | MB | 43 | 53 | 33 | 0 | 0 | 0 | 0 | 1 | 33 | 0 |
| | | | DR | 18 | 12 | 9 | 0 | 0 | 0 | 0 | 2 | 13 | 0 |
| | | | TOTAL | 61 | 65 | 42 | 0 | 0 | 0 | 0 | 3 | 46 | 0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 164 | 113 | 0 | 0 | 0 | 0 | 143 | 115 | 0 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 46 | 5 | 9 | 0 | 0 | 0 | 11 | 5 | 9 |
| | | | IP | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | VP | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 74 | 46 | 5 | 10 | 0 | 0 | 0 | 11 | 5 | 10 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 168 | 53 | 0 | 0 | 0 | 0 | 26 | 53 | 0 |
| | | | DR | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 57 | 170 | 53 | 0 | 0 | 0 | 0 | 26 | 53 | 0 |
| 6002 | TX | Austin TS | MB | 73 | 130 | 2 | 14 | 0 | 0 | 0 | 50 | 1 | 15 |
| | | | DR | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 |
| | | | TOTAL | 83 | 141 | 2 | 14 | 0 | 0 | 0 | 55 | 4 | 15 |
| 6003 | TX | Corpus Christi TS | MB | 42 | 57 | 19 | 9 | 0 | 0 | 0 | 12 | 16 | 8 |
| | | | DR | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| | | | TOTAL | 51 | 61 | 20 | 9 | 0 | 0 | 0 | 13 | 17 | 8 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 32 | 7 | 0 | 0 | 0 | 0 | 4 | 5 | 0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 66 | 13 | 0 | 0 | 0 | 0 | 9 | 12 | 0 |
| | | | VP | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 53 | 66 | 13 | 0 | 0 | 0 | 0 | 9 | 12 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS |  |  | NUMBER OF FATALITIES |  |  | NUMBER OF INJURIES |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 43 | 41 | 5 | 0 | 0 | 0 | 4 | 41 | 5 |
|  |  |  | VP | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | TOTAL | 57 | 45 | 41 | 5 | 0 | 0 | 0 | 4 | 41 | 5 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 44 | 38 | 0 | 0 | 0 | 0 | 7 | 30 | 0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 63 | 49 | 1 | 0 | 0 | 0 | 16 | 35 | 1 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4043 | AL | Mobile TA | MB | 35 | 45 | 19 | 10 | 1 | 0 | 0 | 10 | 19 | 0 |
|  |  |  | DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  | TOTAL | 36 | 45 | 19 | 10 | 1 | 0 | 0 | 10 | 19 | 0 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 43 | 40 | 0 | 0 | 0 | 0 | 18 | 40 | 0 |
|  |  |  | DR | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
|  |  |  | TOTAL | 30 | 48 | 41 | 0 | 0 | 0 | 0 | 18 | 41 | 0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 29 | 15 | 0 | 0 | 0 | 0 | 2 | 15 | 0 |
| 9010 | CA | City of Torrance TS | MB | 25 | 54 | 28 | 0 | 0 | 0 | 0 | 5 | 24 | 0 |
|  |  |  | DR | 5 | 8 | 7 | 0 | 0 | 0 | 0 | 1 | 8 | 0 |
|  |  |  | TOTAL | 30 | 62 | 35 | 0 | 0 | 0 | 0 | 6 | 32 | 0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 41 | 19 | 0 | 0 | 0 | 0 | 1 | 19 | 0 |
|  |  |  | DR | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
|  |  |  | TOTAL | 40 | 45 | 19 | 0 | 0 | 0 | 0 | 2 | 19 | 0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 18 | 3 | 0 | 1 | 0 | 0 | 9 | 3 | 0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 45 | 5 | 8 | 0 | 0 | 0 | 6 | 13 | 8 |
|  |  |  | DR | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
|  |  |  | TOTAL | 31 | 46 | 9 | 8 | 0 | 0 | 0 | 6 | 15 | 8 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 42 | 39 | 0 | 0 | 0 | 0 | 9 | 36 | 0 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 44 | 10 | 0 | 0 | 0 | 0 | 4 | 4 | 0 |
| 1057 | CT | Norwalk TD | MB | 18 | 30 | 4 | 0 | 0 | 0 | 0 | 5 | 4 | 0 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 29 | 31 | 2 | 0 | 0 | 0 | 9 | 22 | 0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |

TABLE 3.15 as of 06/02/86 -- continued

**TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | DR | 17 | 11 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| | | | TOTAL | 30 | 27 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 38 | 33 | 0 | 0 | 0 | 0 | 8 | 33 | 0 |
| | | | DR | 8 | 15 | 17 | 0 | 0 | 0 | 0 | 1 | 18 | 0 |
| | | | TOTAL | 35 | 53 | 50 | 0 | 0 | 0 | 0 | 9 | 51 | 0 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 7 | 2 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 49 | 20 | 0 | 0 | 0 | 0 | 5 | 19 | 0 |
| | | | DR | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 27 | 52 | 21 | 0 | 0 | 0 | 0 | 5 | 20 | 0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 46 | 13 | 1 | 2 | 0 | 0 | 10 | 10 | 1 |
| | | | DR | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 44 | 50 | 14 | 1 | 2 | 0 | 0 | 10 | 11 | 1 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 69 | 67 | 0 | 0 | 0 | 0 | 20 | 73 | 0 |
| 4023 | GA | Augusta TD | MB | 20 | 26 | 11 | 0 | 0 | 0 | 0 | 6 | 8 | 0 |
| 4024 | GA | Columbus-METRA | MB | 31 | 30 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 33 | 30 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| 4025 | GA | Savannah TA | MB | 39 | 76 | 20 | 0 | 0 | 0 | 0 | 30 | 20 | 0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 22 | 11 | 0 | 0 | 0 | 0 | 14 | 5 | 0 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7012 | IA | Sioux City TS | MB | 19 | 23 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 17 | 7 | 6 | 0 | 0 | 0 | 2 | 4 | 5 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 41 | 37 | 0 | 0 | 0 | 0 | 4 | 26 | 0 |
| | | | DR | 4 | 3 | 10 | 0 | 0 | 0 | 0 | 1 | 7 | 0 |
| | | | TOTAL | 27 | 44 | 47 | 0 | 0 | 0 | 0 | 5 | 33 | 0 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 99 | 6 | 0 | 0 | 0 | 0 | 4 | 6 | 0 |
| 5061 | IL | Decatur Public TS | MB | 22 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| | | | DR | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 23 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5075 | IL | Joliet Mass TD | MB | 31 | 16 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 |
| | | | DR | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 42 | 24 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 36 | 32 | 0 | 0 | 0 | 0 | 6 | 12 | 0 |
| 5059 | IL | Springfield MTD | MB | 35 | 42 | 12 | 4 | 0 | 0 | 0 | 3 | 12 | 0 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 32 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 5045 | IN | Gary PTC | MB | 26 | 58 | 14 | 4 | 0 | 0 | 0 | 22 | 15 | 4 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 113 | 11 | 0 | 0 | 0 | 0 | 14 | 11 | 0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 43 | 23 | 1 | 0 | 0 | 0 | 55 | 23 | 1 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 75 | 27 | 0 | 0 | 0 | 0 | 14 | 19 | 0 |
| 1005 | MA | Lowell RTA | MB | 22 | 16 | 6 | 0 | 0 | 0 | 0 | 3 | 6 | 0 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 74 | 59 | 17 | 1 | 0 | 0 | 5 | 52 | 10 |
| 5034 P | MI | Jackson PTC | MB | 16 | 12 | 2 | 1 | 0 | 0 | 0 | 4 | 2 | 0 |
| | | | DR | 13 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | TOTAL | 29 | 19 | 5 | 4 | 0 | 0 | 0 | 4 | 4 | 0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 51 | 46 | 16 | 0 | 0 | 0 | 4 | 46 | 10 |
| 5039 | MI | Saginaw TS | MB | 31 | 54 | 52 | 10 | 0 | 0 | 0 | 3 | 39 | 0 |
| | | | DR | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 36 | 54 | 52 | 10 | 0 | 0 | 0 | 3 | 39 | 0 |
| 7003 | MO | Springfield City Utility | MB | 23 | 29 | 14 | 0 | 0 | 0 | 0 | 4 | 13 | 0 |
| | | | DR | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| | | | TOTAL | 26 | 34 | 16 | 0 | 0 | 0 | 0 | 5 | 15 | 0 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 39 | 6 | 0 | 0 | 0 | 0 | 30 | 6 | 0 |
| | | | DR | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 38 | 45 | 12 | 0 | 0 | 0 | 0 | 30 | 6 | 0 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 39 | 1 | 19 | 0 | 0 | 0 | 1 | 0 | 7 |
| | | | DR | 3 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | TOTAL | 31 | 46 | 1 | 22 | 0 | 0 | 0 | 1 | 0 | 8 |

TABLE 3.15 as of 06/02/86 – continued

### TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 1002 | NH | Manchester TA | MB | 30 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 32 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 9 | 2 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 53 | 8 | 0 | 0 | 0 | 0 | 12 | 10 | 0 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 91 | 33 | 0 | 0 | 0 | 0 | 3 | 27 | 0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 78 | 53 | 12 | 0 | 0 | 0 | 3 | 8 | 0 |
| | | | DR | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | | | TOTAL | 40 | 83 | 58 | 12 | 0 | 0 | 0 | 5 | 8 | 0 |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 1 | 27 | 20 | 1 | 1 | 0 | 0 | 24 | 20 |
| 2021 | NY | Utica TA | MB | 33 | 46 | 43 | 23 | 0 | 0 | 0 | 0 | 43 | 23 |
| | | | DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 34 | 46 | 43 | 23 | 0 | 0 | 0 | 0 | 43 | 23 |
| 5011 | OH | Canton RTA | MB | 39 | 19 | 10 | 0 | 0 | 0 | 0 | 4 | 6 | 0 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 17 | 8 | 2 | 0 | 0 | 0 | 5 | 8 | 2 |
| | | | DR | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 38 | 19 | 8 | 2 | 0 | 0 | 0 | 5 | 8 | 2 |
| 0025 | OR | Salem Area MTD | MB | 41 | 58 | 6 | 0 | 1 | 0 | 0 | 25 | 7 | 0 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 9 | 13 | 10 | 0 | 0 | 0 | 0 | 13 | 6 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 46 | 17 | 0 | 0 | 0 | 0 | 7 | 41 | 0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 46 | 15 | 0 | 0 | 0 | 0 | 3 | 13 | 0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 22 | 8 | 0 | 0 | 1 | 0 | 0 | 7 | 0 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4053 | SC | Greenville TA | MB | 23 | 22 | 11 | 5 | 0 | 0 | 0 | 4 | 2 | 2 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6010 | TX | City of Lubbock | MB | 23 | 48 | 17 | 0 | 0 | 0 | 0 | 10 | 17 | 0 |
| | | | DR | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 |
| | | | TOTAL | 26 | 50 | 20 | 0 | 0 | 0 | 0 | 11 | 20 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 48 | 35 | 0 | 0 | 0 | 0 | 0 | 35 | 0 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 28 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 |
| | | | VP | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 35 | 32 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 40 | 30 | 20 | 0 | 0 | 0 | 0 | 30 | 20 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 9 | 8 | 3 | 0 | 0 | 0 | 3 | 8 | 3 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 36 | 5 | 0 | 0 | 0 | 0 | 9 | 5 | 0 |
| 5006 | WI | Belle Urban System | MB | 33 | 37 | 11 | 0 | 0 | 0 | 0 | 25 | 11 | 0 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 19 | 6 | 3 | 0 | 0 | 0 | 3 | 6 | 0 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 10 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 10 | 19 | 4 | 0 | 0 | 0 | 0 | 6 | 0 |
| 9043 | CA | City of Commerce | MB | 6 | 7 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 0 |
| | | | DR | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | TOTAL | 7 | 15 | 4 | 1 | 0 | 0 | 0 | 2 | 4 | 0 |
| 9113 | CA | City of El Cerrito | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9092 | CA | City of Fairfield | MB | 4 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 8 | 0 |
| | | | DR | 3 | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 8 | 0 |
| | | | TOTAL | 7 | 7 | 16 | 2 | 0 | 0 | 0 | 1 | 16 | 0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| | | | DR | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | | | TOTAL | 7 | 9 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 34 | 22 | 0 | 0 | 0 | 0 | 11 | 24 | 0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 9088 | CA | Napa City Bus | MB | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |

TABLE 3.15 as of 06/02/86 – continued

## TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9022 | CA | Norwalk TS | MB | 17 | 17 | 15 | 0 | 0 | 0 | 0 | 9 | 15 | 0 |
| | | | DR | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | TOTAL | 19 | 19 | 17 | 0 | 0 | 0 | 0 | 9 | 17 | 0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 44 | 3 | 1 | 0 | 0 | 0 | 2 | 3 | 0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 45 | 5 | 0 | 1 | 0 | 0 | 15 | 5 | 0 |
| | | | DR | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | | | TOTAL | 24 | 46 | 5 | 0 | 1 | 0 | 0 | 16 | 5 | 0 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9054 | CA | San Diego Trolley | SC | 18 | 15 | 29 | 3 | 0 | 0 | 0 | 15 | 29 | 3 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 8010 | CO | City of Greeley | MB | 13 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 15 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| | | | DR | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 21 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1047 P | CT | New Britain Trans | MB | 8 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 41 | 3 | 0 | 1 | 0 | 0 | 6 | 3 | 0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 53 | 25 | 0 | 0 | 0 | 0 | 5 | 25 | 0 |
| 1041 | CT | Westport TD | MB | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| | | | DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 16 | 7 | 5 | 0 | 0 | 0 | 2 | 9 | 4 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 10 | 11 | 4 | 0 | 0 | 0 | 1 | 11 | 3 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| | | | | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 21 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 4050 | FL | Smyrna TS | MB | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4021 | GA | Albany TS | MB | 10 | 14 | 5 | 0 | 0 | 0 | 0 | 1 | 5 | 0 |
| 4047 | GA | Athens TS | MB | 10 | 31 | 10 | 0 | 0 | 0 | 0 | 22 | 10 | 0 |
| 4058 | GA | Rome TD | MB | 20 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 7007 | IA | Bettendorf TS | MB | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| | | | DR | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 7 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 28 | 6 | 0 | 0 | 0 | 0 | 4 | 4 | 0 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 38 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 20 | 15 | 5 | 0 | 0 | 0 | 4 | 0 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 13 | 20 | 15 | 5 | 0 | 0 | 0 | 4 | 0 | 0 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 9 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5063 | IL | Auarora Transit | MB | 18 | 42 | 25 | 0 | 0 | 0 | 0 | 8 | 19 | 0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| | | | DR | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 16 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 5068 | IL | Elgin-DOT | MB | 18 | 37 | 5 | 0 | 0 | 0 | 0 | 6 | 5 | 0 |
| 5074 | IL | Highland Park Transit | MB | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5055 | IL | Loves Park TS | MB | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 21 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 |
| 5078 | IL | Village of Niles | MB | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 9 | 2 | 3 | 0 | 0 | 0 | 1 | 2 | 0 |

TABLE 3.15 as of 06/02/86 – continued

### TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5041 | IN | City of Anderson TS | MB | 8 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 10 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 22 | 13 | 0 | 0 | 0 | 0 | 5 | 13 | 0 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 31 | 7 | 1 | 0 | 0 | 0 | 4 | 7 | 1 |
| | | | DR | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 22 | 33 | 7 | 1 | 0 | 0 | 0 | 4 | 7 | 1 |
| 5105 | IN | Portage Township | DR | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 14 | 19 | 0 | 0 | 0 | 0 | 1 | 6 | 0 |
| 7014 | KS | Topeka MTA | MB | 22 | 34 | 11 | 2 | 0 | 0 | 0 | 1 | 9 | 2 |
| | | | DR | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | TOTAL | 24 | 37 | 13 | 2 | 0 | 0 | 0 | 1 | 11 | 2 |
| 4016 | KY | Ashland Bus System | MB | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 4020 | KY | Owensboro TS | MB | 6 | 4 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 6025 | LA | Alexandria TS | MB | 11 | 15 | 3 | 1 | 0 | 0 | 0 | 13 | 3 | 1 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 13 | 15 | 3 | 1 | 0 | 0 | 0 | 13 | 3 | 1 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 65 | 9 | 0 | 0 | 0 | 0 | 29 | 9 | 0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 17 | 9 | 1 | 0 | 0 | 0 | 14 | 10 | 1 |
| 6023 | LA | Lake Charles TS | MB | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 6026 | LA | Monroe TS | MB | 13 | 11 | 4 | 0 | 0 | 0 | 0 | 1 | 4 | 0 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 5 | 89 | 3 | 0 | 0 | 0 | 0 | 43 | 2 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 0 |
| | | | DR | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | | | TOTAL | 21 | 12 | 1 | 0 | 0 | 0 | 0 | 6 | 1 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3041 | MD | Allegany County TAu | MB | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 3040 | MD | City of Annapolis | MB | 20 | 18 | 8 | 1 | 0 | 0 | 0 | 2 | 8 | 1 |
| | | | DR | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 24 | 18 | 8 | 1 | 0 | 0 | 0 | 2 | 8 | 1 |
| 3043 | MD | Columbia TS | MB | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 24 | 3 | 6 | 0 | 0 | 0 | 0 | 3 | 0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 25 | 8 | 5 | 0 | 0 | 0 | 0 | 8 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 17 | 25 | 8 | 5 | 0 | 0 | 0 | 0 | 8 | 0 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| | | | DR | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 12 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 11 | 0 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | TOTAL | 18 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8012 | MT | Great Falls TD | MB | 13 | 13 | 9 | 0 | 0 | 0 | 0 | 3 | 9 | 0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 22 | 8 | 2 | 0 | 0 | 0 | 8 | 6 | 0 |
| 4005 | NC | Asheville TA | MB | 17 | 13 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 13 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 4 | 0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 4 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 0 |
| 4011 | NC | High Point City TS | MB | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| | | | DR | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 |
| 4006 | NC | Wilmington TA | MB | 12 | 11 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 |
| | | | DR | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 14 | 12 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 |

TABLE 3.15 as of 06/02/86 – continued

### TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| 2005 | NY | Chemung County TS | MB | 21 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | | | DR | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 24 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| | | | DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 |
| 2006 | NY | Long Beach TA | MB | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 2083 P | NY | New York - Easyride | DR | 12 | 19 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 35 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 23 | 13 | 0 | 0 | 0 | 0 | 14 | 8 | 0 |
| | | | DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 12 | 23 | 13 | 0 | 0 | 0 | 0 | 14 | 8 | 0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 24 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | | | DR | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | | TOTAL | 22 | 26 | 3 | 2 | 0 | 0 | 0 | 1 | 1 | 0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 41 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |
| | | | DR | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 14 | 45 | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| 5019 | OH | Middletown TS | MB | 4 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| 5013 | OH | Norwood Transit System | MB | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 50 | 6 | 0 | 0 | 0 | 0 | 2 | 2 | 0 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| | | | DR | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 13 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 22 | 14 | 3 | 0 | 0 | 0 | 8 | 14 | 0 |
| 3027 | PA | York Area TA | MB | 14 | 15 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 11 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4057 | TN | Jackson TA | MB | 10 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |
| 4054 | TN | Johnson City TS | MB | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6040 | TX | Abilene Transit System | MB | 12 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 6041 | TX | Arlington Handitran | DR | 4 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 4 | 1 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 21 | 19 | 3 | 0 | 0 | 0 | 2 | 19 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 16 | 21 | 19 | 3 | 0 | 0 | 0 | 2 | 19 | 0 |
| 6014 | TX | City of Brownsville | MB | 17 | 4 | 14 | 0 | 0 | 0 | 0 | 4 | 14 | 0 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 |

TABLE 3.15 as of 06/02/86 – continued

**TRANSIT ACCIDENTS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 6009 | TX | Laredo Muni TS | MB | 20 | 19 | 13 | 0 | 0 | 0 | 0 | 2 | 13 | 0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 8 | 7 | 4 | 0 | 0 | 0 | 2 | 7 | 1 |
| 6037 | TX | San Angelo TD | MB | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 9 | 0 |
| 6012 | TX | Waco Transit System | MB | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| | | | DR | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3036 | VA | Charlottesville Transit | MB | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 36 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 20 | 3 | 0 | 0 | 0 | 0 | 4 | 4 | 0 |
| 1066 | VT | Chittenden County TA | MB | 20 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| 0016 | WA | City of Longview | MB | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| 0023 | WA | City of Seattle | SC | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 3 |
| | | | AG | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 3 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 11 | 4 | 1 | 0 | 0 | 0 | 2 | 4 | 1 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5109 | WI | Beloit Transit System | MB | 12 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 17 | 4 | 1 | 0 | 0 | 0 | 3 | 4 | 0 |
| 5002 | WI | Green Bay TS | MB | 24 | 24 | 1 | 2 | 0 | 0 | 0 | 1 | 17 | 4 |
| 5108 | WI | Janesville Transit System | MB | 15 | 9 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 11 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 5 | 30 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | NUMBER OF ACCIDENTS | | | NUMBER OF FATALITIES | | | NUMBER OF INJURIES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION | COLLISION | NON-COLLISION | STATION |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5091 | WI | Wausau Area Transit | MB | 14 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 44 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 |

TABLE 3.16 as of 06/02/86

### TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED AND PURCHASED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 1992 | 0 | 93031.2 | 106163.1 | 93031.2 | 6419147.0 | 7632.9 | 7062.6 | 465637.7 | 1837835.0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 0 | 39942.6 | 49330.6 | 39655.2 | 2656895.3 | 3933.5 | 2836.3 | 190221.0 | 641857.1 |
| | | | RR | 237 | 51 | 17564.5 | 18213.6 | 17336.2 | 3900644.0 | 940.7 | 858.8 | 108614.3 | 449561.7 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 0 | 72498.4 | 73756.4 | 72276.8 | 5097334.5 | 7343.3 | 7196.1 | 483288.4 | 1103832.6 |
| | | | RR | 892 | 123 | 45715.5 | 46262.9 | 45552.2 | 4098666.0 | 2468.1 | 1831.8 | 153421.1 | 949664.8 |
| | | | DR | 32 | 0 | 0.0 | 1065.1 | 873.1 | 12921.7 | 84.5 | 69.5 | 142.0 | 1218.4 |
| 1003 | MA | Boston-MBTA | MB | 717 | 0 | 24124.0 | 23860.3 | 20998.9 | 1432384.1 | 1878.8 | 1560.0 | 102118.3 | 239977.9 |
| | | | MBP | 28 | 0 | 950.8 | 955.5 | 941.4 | 37655.7 | 38.2 | 37.7 | 1470.9 | 11476.9 |
| | | | RR | 301 | 107 | 16964.7 | 18534.1 | 16827.7 | 1684577.8 | 1059.4 | 1036.1 | 131548.6 | 399907.9 |
| | | | SC | 90 | 67 | 1869.1 | 1750.1 | 1651.5 | 209902.0 | 117.7 | 116.1 | 20906.9 | 29269.6 |
| | | | TB | 25 | 0 | 562.4 | 566.0 | 561.1 | 36556.1 | 43.5 | 43.1 | 3048.3 | 7163.5 |
| | | | FBP | 2 | 0 | 21.8 | 19.3 | 19.3 | 2520.0 | 1.0 | 1.0 | 136.5 | 1365.5 |
| | | | DRP | 24 | 0 | 0.0 | 766.3 | 673.7 | 7715.7 | 78.3 | 69.3 | 110.2 | 1012.0 |
| 2080 | NJ | Newark-NJT Corp | MB | 1414 | 0 | 56363.9 | 64762.4 | 56363.9 | 3381833.5 | 3868.0 | 3422.4 | 119165.3 | 1172569.4 |
| | | | MBP | 126 | 0 | 6227.6 | 6406.3 | 6159.4 | 406521.3 | 459.4 | 448.1 | 8666.6 | 0.0 |
| | | | SC | 16 | 16 | 441.5 | 441.5 | 441.5 | 55188.0 | 30.2 | 21.2 | 2671.5 | 5067.0 |
| | | | CR | 569 | 92 | 26908.7 | 28149.5 | 26908.7 | 3546835.3 | 786.9 | 753.6 | 31606.2 | 710209.9 |
| 2008 | NY | New York CTA | MB | 3197 | 0 | 108296.6 | 105600.7 | 96210.3 | 6253672.0 | 13103.0 | 11998.1 | 1409304.9 | 2992062.5 |
| | | | RR | 4863 | 549 | 267307.4 | 280575.0 | 278089.3 | 62617128.0 | 16161.7 | 15311.2 | 1541823.0 | 6418157.5 |
| 2100 | NY | New York-LIRR | CR | 865 | 106 | 49152.5 | 56604.2 | 49152.5 | 8413621.0 | 1857.4 | 1523.1 | 75788.5 | 2177509.0 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 0 | 33201.0 | 37832.9 | 33581.9 | 2048499.0 | 3739.6 | 3333.5 | 207510.2 | 544270.5 |
| | | | RR | 286 | 65 | 15844.7 | 16072.6 | 15281.7 | 2130409.0 | 1027.4 | 1012.2 | 103938.7 | 566750.8 |
| | | | SC | 186 | 186 | 5945.7 | 5929.5 | 5926.9 | 480082.2 | 666.1 | 665.8 | 47287.2 | 108589.4 |
| | | | TB | 69 | 0 | 1777.7 | 1777.7 | 1768.5 | 120880.9 | 209.4 | 208.3 | 14500.4 | 23308.9 |
| | | | CR | 257 | 86 | 8489.2 | 8706.1 | 8463.4 | 1382562.0 | 307.3 | 299.2 | 16018.0 | 179402.0 |
| | | | DRP | 46 | 0 | 0.0 | 1594.2 | 1415.0 | 7228.1 | 124.8 | 118.5 | 165.2 | 994.5 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3022 | PA | Pittsburgh-PAT | MB | 746 | 0 | 28190.7 | 32339.4 | 28173.8 | 1915816.1 | 2385.8 | 2183.4 | 83063.5 | 321603.8 |
| | | | MBP | 13 | 0 | 397.5 | 412.2 | 397.2 | 22642.5 | 17.0 | 16.4 | 381.0 | 5666.6 |
| | | | SC | 44 | 44 | 990.1 | 1029.3 | 984.8 | 74355.9 | 94.2 | 88.8 | 4131.4 | 16704.0 |
| | | | CRP | 6 | 2 | 217.8 | 258.6 | 217.2 | 27363.4 | 9.3 | 7.7 | 275.0 | 4085.2 |
| | | | IP | 2 | 2 | 13.3 | 13.3 | 13.3 | 335.0 | 4.7 | 4.7 | 1009.1 | 100.9 |
| | | | IPP | 2 | 2 | 16.5 | 16.5 | 16.5 | 412.2 | 4.5 | 4.5 | 502.3 | 75.3 |
| | | | DRP | 151 | 0 | 0.0 | 3059.1 | 3059.1 | 17283.9 | 339.9 | 339.9 | 564.3 | 2821.5 |
| 0001 | WA | Seattle Metro | MB | 860 | 0 | 22578.0 | 31510.4 | 23201.0 | 1909201.8 | 2056.1 | 1400.0 | 57835.9 | Q |
| | | | MBP | 9 | 0 | 408.6 | 608.8 | 408.6 | 8170.8 | 26.7 | 21.4 | 152.0 | Q |
| | | | TB | 88 | 0 | 2863.8 | 2982.1 | 2852.3 | 190504.5 | 377.4 | 296.7 | 18538.4 | Q |
| | | | VP | 106 | 0 | 1581.0 | 1893.5 | 1821.7 | 20062.2 | 46.4 | 44.6 | 711.7 | 18763.6 |
| | | | DRP | 47 | 0 | 0.0 | 506.3 | 0.0 | 2805.7 | 82.0 | 80.7 | 100.0 | Q |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 714 | 0 | 27587.2 | 31556.6 | 27364.5 | 1313496.6 | 2140.5 | 1436.9 | 75085.8 | 455395.4 |
| 9015 | CA | San Francisco-MUNI | MB | 388 | 0 | 13905.1 | 15990.8 | 13905.1 | 1209740.5 | 1616.7 | 1496.9 | 133744.6 | Q |
| | | | SC | 89 | 89 | 3830.8 | 3830.8 | 3830.8 | 651235.0 | 360.7 | 360.7 | 60748.6 | Q |
| | | | TB | 258 | 0 | 7470.6 | 7844.1 | 7470.6 | 634996.8 | 1069.7 | 1028.6 | 118636.4 | Q |
| | | | CC | 26 | 26 | 16.1 | 16.3 | 16.1 | 1156.4 | 3.7 | 3.7 | 0.0 | 0.0 |
| | | | DRP | 40 | 0 | 0.0 | 772.3 | 772.3 | 7723.5 | 95.6 | 95.6 | 260.6 | Q |
| 8006 | CO | Denver-RTD | MB | 590 | 0 | 22164.9 | 26019.6 | 22371.1 | 1458521.6 | 1879.1 | 1355.6 | 50738.8 | 238633.1 |
| | | | JTP | 1 | 0 | 0.0 | 10.8 | 10.4 | 71.6 | 0.7 | 0.6 | 0.1 | 2.3 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 418 | 0 | 20816.9 | 23476.3 | 20532.5 | 1323953.0 | 1650.9 | 1619.1 | 63867.6 | 279890.1 |
| | | | RR | 26 | 6 | 478.4 | 478.4 | 478.4 | 79414.4 | 23.9 | 23.9 | 771.4 | 6056.2 |
| | | | DRP | 95 | 0 | 0.0 | 1542.0 | 1207.9 | 9550.4 | 436.9 | 218.4 | 192.8 | 1449.5 |
| 4022 | GA | Atlanta-MARTA | MB | 579 | 0 | 25138.0 | 28937.3 | 25066.8 | 1804810.8 | 2073.0 | 1879.3 | 91634.0 | 328049.7 |
| | | | RR | 71 | 17 | 6647.8 | 6143.9 | 5942.9 | 1200463.0 | 314.3 | 300.1 | 49427.0 | 159045.4 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3034 | MD | Baltimore-MTA | MB | 684 | 0 | 20636.2 | 23668.5 | 20518.5 | 1149857.4 | 2136.1 | 1809.1 | 106100.0 | 393542.5 |
| | | | RR | 42 | 7 | 866.9 | 984.0 | 959.8 | 94176.0 | 94.8 | 92.7 | 3383.0 | 11763.8 |
| | | | DR | 10 | 0 | 234.8 | 246.9 | 234.8 | 1878.7 | 23.6 | 21.7 | 40.7 | Q |
| 5119 | MI | City of Detroit DeptOTr | MB | 498 | 0 | 23884.6 | 26109.8 | 23884.6 | 1719690.9 | 1941.0 | 1679.3 | 88825.0 | 341729.9 |
| 5027 | MN | Minneapolis MTC | MB | 800 | 0 | 21634.3 | 27737.1 | 21601.3 | 1490487.5 | 2009.8 | 1565.3 | 74414.6 | 269551.7 |
| | | | MBP | 1 | 0 | 45.1 | 45.1 | 45.1 | 20145.3 | 3.0 | 3.0 | 40.5 | 60.7 |
| | | | VP | 63 | 0 | 1193.5 | 1237.8 | 1193.5 | 15628.3 | 54.5 | 52.5 | 412.7 | 15268.9 |
| | | | DR | 31 | 0 | 0.0 | 1045.7 | 899.5 | 11653.7 | 79.1 | 68.0 | 188.9 | 1407.3 |
| | | | DRP | 25 | 0 | 0.0 | 876.9 | 835.9 | 11151.0 | 59.6 | 56.5 | 229.0 | 1848.4 |
| 7006 | MO | St Louis-Bi-State | MB | 596 | 0 | 19536.9 | 23595.5 | 19525.3 | 1239490.9 | 1769.1 | 1496.0 | 50792.2 | 183374.4 |
| 2078 | NY | New York-MTNR | CR | 618 | 123 | 29096.8 | 31068.7 | 29096.8 | 3359351.8 | 885.1 | 828.6 | 56503.4 | 1412584.9 |
| 5015 | OH | Cleveland RTA | MB | 545 | 0 | 18305.3 | 20987.9 | 18219.7 | 892762.9 | 1648.0 | 1213.8 | 80184.2 | 323438.2 |
| | | | MBP | 53 | 0 | 1423.8 | 1818.3 | 1426.4 | 92713.6 | 110.4 | 86.4 | 3643.3 | 25435.5 |
| | | | RR | 45 | 14 | 2179.6 | 2182.2 | 2135.6 | 152155.0 | 101.6 | 80.4 | 5982.3 | 40712.9 |
| | | | SC | 28 | 18 | 1062.5 | 1064.6 | 1062.3 | 89233.6 | 64.0 | 44.8 | 4589.0 | 25388.0 |
| | | | DR | 41 | 0 | 0.0 | 798.9 | 662.6 | 10968.8 | 74.7 | 64.2 | 272.5 | 894.6 |
| | | | DRP | 15 | 0 | 0.0 | 333.0 | 284.4 | 2798.9 | 30.5 | 30.1 | 114.6 | 314.3 |
| 0008 | OR | Portland-Tri-County MTD | MB | 482 | 0 | 21575.7 | 24401.5 | 21473.3 | 1531690.4 | 1698.5 | 1283.4 | 49460.4 | 213977.3 |
| | | | DRP | 87 | 0 | 1000.9 | 1271.1 | 953.3 | 15672.3 | 92.1 | 69.1 | 372.7 | 1311.8 |
| 6004 | TX | Dallas TS | MB | 452 | 0 | 14026.6 | 15785.1 | Q | 695585.8 | 1070.7 | 943.4 | 42491.0 | Q |
| | | | DRP | 175 | 0 | 2104.9 | 2156.5 | 2104.9 | 4191.5 | 96.4 | 94.1 | 212.3 | 2104.9 |
| 6008 | TX | Houston-MTA | MB | 600 | 0 | 28437.8 | 32738.4 | 28437.8 | 1488183.5 | 2317.6 | 2116.2 | 67969.0 | 347609.7 |
| | | | MBP | 50 | 0 | 1735.3 | 2998.7 | 1644.9 | 97178.4 | 117.9 | 68.1 | 586.7 | 5030.7 |
| | | | DRP | 66 | 0 | 0.0 | 3417.9 | 3417.9 | 27343.1 | 215.6 | 215.6 | 364.5 | 3360.8 |
| 5008 | WI | Milwaukee County TS | MB | 499 | 0 | 19775.0 | 21093.6 | 19773.1 | 1306208.4 | 1618.3 | 1600.7 | 81098.9 | 203076.7 |

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Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 0 | 16016.2 | 18466.0 | 16016.2 | 1201217.1 | 1180.4 | 1096.3 | 29804.1 | 154087.4 |
| | | | DRP | 86 | 0 | 2564.4 | 3397.1 | 2564.4 | 80772.9 | 217.6 | 189.2 | 1051.1 | Q |
| 9016 | CA | San Fran-Golden Gate TD | MB | 221 | 0 | 7332.7 | 8836.0 | 7328.7 | 393917.3 | 376.9 | 326.7 | 9712.2 | 155698.3 |
| | | | MBP | 18 | 0 | 371.6 | 395.7 | 371.6 | 16719.9 | 18.8 | 17.6 | 294.6 | 12373.1 |
| | | | FB | 3 | 0 | 69.7 | 69.7 | 69.7 | 45725.9 | 6.7 | 6.7 | 1023.9 | 9441.8 |
| | | | VP | 16 | 0 | 313.8 | 342.2 | 313.8 | 3786.4 | 8.4 | 8.2 | 79.2 | 3451.1 |
| 9003 | CA | San Francisco-BART | RR | 327 | 43 | 30150.9 | 30742.7 | 29560.2 | 2526242.0 | 1086.8 | 1065.1 | 62470.8 | 761799.0 |
| 9009 | CA | San Mateo County District | MB | 214 | 0 | 6938.3 | 8447.5 | 7084.3 | 382551.6 | 620.0 | 564.7 | 18179.6 | 115176.9 |
| | | | DR | 11 | 0 | 376.8 | 376.8 | 376.8 | 7159.9 | 25.7 | 25.7 | 62.1 | 427.1 |
| 9013 | CA | Santa Clara County TD | MB | 389 | 0 | 18072.9 | 20709.5 | 18072.9 | 1445832.3 | 1393.7 | 1271.5 | 38521.5 | 164251.6 |
| 9002 | HI | Honolulu DOT Service | MB | 342 | 0 | 15095.3 | 15957.4 | 15095.3 | 1094407.4 | 1074.9 | 1032.8 | 80418.3 | 403622.6 |
| | | | DRP | 40 | 0 | 0.0 | 1518.0 | 1399.7 | 21401.4 | 112.1 | 105.6 | 376.5 | 4363.1 |
| 5121 P | IL | Chicago & NW TrCo | CR | 292 | 42 | 11157.5 | 11540.0 | 11156.2 | 1784995.0 | 348.6 | 339.6 | 21668.8 | 477132.7 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 184 | 31 | 6289.9 | 6573.9 | 6286.9 | 982627.0 | 214.8 | 204.9 | 14094.2 | 294840.8 |
| | | | CRP | 54 | 19 | 509.4 | 538.7 | 502.9 | 57009.4 | 17.1 | 16.6 | 1505.4 | 30633.4 |
| 5113 | IL | Chicago-Suburban Bus Div | MBP | 92 | 0 | 2161.1 | 2859.6 | 2161.1 | 86442.1 | 167.7 | 108.0 | 1838.6 | 6250.8 |
| | | | DRP | 98 | 0 | 2940.9 | 2940.9 | 2803.6 | 22933.1 | 160.1 | 152.0 | 974.8 | 4562.9 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 0 | 11643.3 | 12079.3 | 11201.1 | 728068.8 | 1139.4 | 1065.7 | 71525.2 | 174598.6 |
| | | | SC | 22 | 22 | 707.3 | 718.4 | 707.3 | 56585.4 | 83.6 | 81.7 | 6380.9 | 18599.7 |
| | | | DRP | 5 | 0 | 0.0 | 140.8 | 140.8 | 5212.1 | 13.7 | 13.7 | 37.5 | 140.8 |
| 1071 | MA | Boston-B & M/MBTA | CRP | 149 | 31 | 9029.5 | 8607.0 | 8606.8 | 749705.1 | 241.7 | 240.9 | 11158.2 | 186683.4 |
| 5031 | MI | Detroit - SEMTA | MB | 189 | 0 | 6903.2 | 9627.5 | 6894.3 | 476320.6 | 521.8 | 323.1 | 7843.5 | 77628.9 |
| | | | MBP | 15 | 0 | 775.6 | 767.2 | 744.6 | 14147.4 | 48.3 | 46.3 | 736.9 | 1489.2 |
| | | | CRP | 12 | 3 | 45.3 | 46.8 | 45.3 | 3623.0 | 2.1 | 1.8 | 74.0 | 1332.0 |
| | | | DR | 86 | 0 | 3345.6 | 2897.9 | 2370.3 | 37924.8 | 164.9 | 138.5 | 548.2 | 5482.5 |
| | | | DRP | 46 | 0 | 1431.6 | 1535.4 | 1386.0 | 20789.4 | 100.7 | 90.4 | 492.5 | 1300.1 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

**TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2002 | NY | Albany-Capital Dist TA | MB | 182 | 0 | 5468.4 | 6184.3 | 5468.4 | 395386.9 | 481.8 | 442.7 | 16398.2 | 56589.9 |
| | | | DR | 3 | 0 | 0.0 | 114.2 | 91.8 | 918.0 | 7.7 | 5.4 | 8.4 | 91.8 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 281 | 0 | 10250.5 | 10304.2 | 10250.5 | 873226.8 | 937.5 | 931.3 | 35116.5 | 105455.9 |
| 2007 | NY | East Meadow-MSBA | MB | 253 | 0 | 8924.8 | 10099.5 | 8666.3 | 764239.9 | 941.8 | 780.1 | 29293.4 | 187477.7 |
| 2098 | NY | New York-PATH | RR | 248 | 38 | 11521.3 | 11518.4 | 10508.3 | 1555228.4 | 928.5 | 775.5 | 59768.6 | 258590.1 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 0 | 9848.8 | 11483.4 | 9696.1 | 629561.3 | 837.9 | 696.3 | 37856.3 | Q |
| | | | DRP | 10 | 0 | 0.0 | 462.5 | 427.1 | 5850.8 | 32.0 | 29.6 | 89.2 | 401.5 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 0 | 8941.3 | 9775.9 | 8934.7 | 510794.5 | 739.1 | 698.5 | 26005.8 | 124684.7 |
| | | | DRP | 11 | 0 | 692.0 | 692.0 | 692.0 | 5093.1 | 33.0 | 33.0 | 49.2 | 358.9 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 247 | 0 | 11195.6 | 10932.1 | 10022.3 | 683220.6 | 1067.3 | 1013.6 | 38191.0 | 147376.8 |
| | | | FBP | 3 | 0 | 39.1 | 39.1 | 39.1 | 7764.5 | 18.4 | 17.7 | 2279.5 | 2735.3 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 363 | 0 | 13879.3 | 15124.2 | 13977.1 | 966872.4 | 1065.0 | 1001.9 | 33874.3 | 129851.4 |
| | | | DR | 14 | 0 | 0.0 | 721.4 | 680.2 | 3607.0 | 33.3 | 29.2 | 58.6 | 721.4 |
| | | | DRP | 37 | 0 | 0.0 | 389.0 | 315.2 | 1260.8 | 25.1 | 23.5 | 21.8 | 132.0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 260 | 0 | 11351.8 | 12808.5 | 11355.1 | 510725.9 | 698.1 | 640.5 | 16358.8 | 77453.5 |
| | | | DRP | 33 | 0 | 0.0 | 790.4 | 738.2 | 8342.7 | 39.7 | 37.1 | 107.4 | 945.0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 134 | 0 | 5344.6 | 5765.5 | 5387.5 | 332914.5 | 439.9 | 415.6 | 15409.3 | Q |
| | | | MBP | 6 | 0 | 289.4 | 299.9 | 286.5 | 21372.3 | 18.3 | 17.3 | 167.2 | Q |
| | | | FBP | 2 | 0 | 8.0 | 9.7 | 7.8 | 384.4 | 6.7 | 6.5 | 489.4 | Q |
| | | | VP | 95 | 0 | 1224.7 | 1246.1 | Q | 19423.2 | 60.2 | 59.5 | 525.7 | Q |
| | | | DR | 56 | 0 | 1034.3 | 1340.1 | Q | 10342.7 | 103.6 | 101.5 | 238.5 | Q |
| | | | DRP | 8 | 0 | 216.1 | 216.1 | Q | 7776.0 | 10.0 | 10.0 | 80.5 | Q |
| 5112 | WI | Milwaukee Cty Paratransit | DRP | 236 | 0 | 0.0 | 3345.7 | 2993.4 | 12842.3 | 248.0 | 214.6 | 530.3 | 2928.6 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 0 | 2736.2 | 3108.2 | 2729.3 | 155962.6 | 225.6 | 207.7 | 4680.1 | 21232.1 |
| | | | DRP | 9 | 0 | 0.0 | 433.9 | 358.6 | 9513.3 | 27.4 | 24.2 | 94.4 | 887.6 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9032 | AZ | City of Phoenix TS | MBP | 7 | 0 | 228.3 | 260.4 | 228.3 | 3424.4 | 18.9 | 15.8 | 96.2 | 395.2 |
| | | | DRP | 75 | 0 | 0.0 | 2199.4 | 2006.8 | 17562.6 | 178.5 | 167.3 | 523.5 | 3272.1 |
| 9033 | AZ | City of Tuscon MTS | MB | 113 | 0 | 4845.0 | 5545.6 | 4845.0 | 297478.0 | 355.8 | 310.6 | 9804.4 | 39516.0 |
| | | | DR | 13 | 0 | 0.0 | 337.2 | 303.5 | 3642.0 | 28.1 | 27.0 | 73.7 | 368.5 |
| | | | DRP | 31 | 0 | 0.0 | 906.0 | 815.0 | 6520.0 | 68.0 | 66.2 | 137.8 | 1033.6 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 0 | 7197.9 | 8050.7 | 7197.9 | 532644.0 | 525.7 | 481.3 | 17891.1 | 73396.5 |
| 9023 | CA | Long Beach PTC | MB | 130 | 0 | 5452.1 | 5927.6 | 5456.1 | 366299.5 | 510.1 | 459.3 | 23005.4 | 69034.1 |
| | | | DRP | 16 | 0 | 497.2 | 526.9 | 526.9 | 3424.7 | 46.3 | 46.3 | 111.0 | 568.4 |
| 9019 | CA | Sacramento RTD | MB | 186 | 0 | 6601.1 | 8007.0 | 6601.1 | 472241.5 | 500.8 | 452.5 | 16003.5 | 91019.4 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 48 | 0 | 2714.1 | 2879.3 | 2711.4 | 162140.0 | 190.1 | 180.0 | 3547.0 | 13171.5 |
| | | | DRP | 65 | 0 | 0.0 | 1691.2 | 1691.2 | 151696.0 | 125.1 | 125.1 | 559.1 | Q |
| 9026 | CA | San Diego TS | MB | 195 | 0 | 8442.0 | 10820.6 | 9612.3 | 739867.8 | 803.1 | 758.2 | 26648.1 | 129271.7 |
| | | | DRP | 8 | 0 | 0.0 | 138.3 | 138.3 | 1244.7 | 10.0 | 10.0 | 53.4 | 391.5 |
| 9082 P | CA | San Francisco-MTC-Rides | VPP | 134 | 0 | 0.0 | 2356.7 | 2356.7 | 35350.6 | 202.6 | 202.6 | 952.3 | 30571.6 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 0 | 5637.1 | 6284.9 | 5626.8 | 393878.7 | 514.4 | 473.1 | 20539.0 | 70844.0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 0 | 3590.0 | 3940.6 | 3581.1 | 243514.1 | 295.9 | 267.8 | 12101.0 | 41328.0 |
| 3031 | DE | Wilmington-DART | MB | 85 | 0 | 1958.0 | 2282.6 | 1955.7 | 117342.9 | 176.7 | 151.4 | 5180.3 | Q |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 125 | 0 | 6771.7 | 7573.3 | 6771.7 | 418903.0 | 516.6 | 468.7 | 13288.1 | 72755.9 |
| 4041 | FL | Hillborough Area RTA | MB | 125 | 0 | 5855.4 | 5927.6 | 5903.4 | 331528.2 | 422.0 | 389.6 | 7933.1 | 33899.8 |
| 4040 | FL | Jacksonville TA | MB | 154 | 0 | 5828.9 | 5851.1 | 5759.7 | 431975.2 | 449.6 | 400.2 | 13603.2 | 44237.7 |
| | | | DR | 7 | 0 | 96.2 | 189.7 | 96.2 | 1250.4 | 15.2 | 7.6 | 12.3 | 99.2 |
| 5122 P | IL | Chicago-Burlington North | CR | 142 | 20 | 3902.4 | 4146.3 | 3901.0 | 565641.0 | 110.3 | 103.8 | 11830.5 | 228917.7 |
| 5120 P | IL | Chicago-Illinois Central | CR | 150 | 40 | 3745.4 | 3836.0 | 3741.2 | 583624.0 | 127.9 | 124.6 | 10726.0 | 217637.0 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 0 | 3456.7 | 4355.5 | 3451.1 | 265594.0 | 310.1 | 272.4 | 9155.1 | 72783.0 |
| 5050 | IN | Indianapolis PTC | MB | 199 | 0 | 5883.4 | 6407.7 | 5836.7 | 405648.2 | 471.4 | 445.2 | 17244.8 | 68282.3 |
| | | | DR | 6 | 0 | 219.5 | 229.6 | 219.5 | 5706.4 | 13.5 | 12.8 | 28.5 | 307.6 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

**TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4018 | KY | Louisville-TA River City | MB | 230 | 0 | 7855.8 | 8498.5 | 7855.8 | 542052.3 | 630.6 | 593.7 | 31564.4 | 101610.1 |
| | | | DR | 9 | 0 | 0.0 | 325.2 | 298.4 | 11319.9 | 20.9 | 19.2 | 51.1 | 587.8 |
| 1073 P | MA | Boston-Caravan | VP | 187 | 0 | 0.0 | 2995.3 | 2985.1 | 63825.3 | 188.5 | 188.5 | 1319.5 | 41792.1 |
| 1008 | MA | Pioneer Valley TA | MBP | 66 | 0 | 2231.1 | 2324.1 | 2231.1 | 145715.1 | 162.0 | 155.6 | 6072.9 | Q |
| | | | DRP | 36 | 0 | 0.0 | 660.6 | 660.6 | 6606.4 | 59.1 | 59.1 | 296.1 | Q |
| 3051 | MD | Rockville-Ride-On | MB | 100 | 0 | 2891.9 | 3300.0 | 3274.0 | 139662.8 | 266.6 | 191.5 | 8806.6 | 24884.0 |
| | | | DR | 14 | 0 | 324.5 | 405.6 | 324.5 | 5188.0 | 32.5 | 26.0 | 122.0 | 1462.5 |
| 5033 | MI | Grand Rapids Area TA | MB | 62 | 0 | 2289.9 | 2408.2 | 2300.2 | 138010.0 | 169.9 | 162.2 | 5076.3 | 14910.6 |
| | | | DRP | 20 | 0 | 0.0 | 746.4 | 632.8 | 4823.7 | 57.5 | 48.6 | 114.6 | 790.6 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 0 | 7502.4 | 8196.2 | 7483.4 | 423135.4 | 594.3 | 535.7 | 18390.3 | Q |
| | | | DRP | 14 | 0 | 0.0 | 299.1 | 299.1 | 1882.5 | 19.9 | 19.9 | 59.9 | 307.0 |
| 4008 | NC | Charlotte TS | MB | 78 | 0 | 2933.4 | 3208.0 | 2933.4 | 173536.1 | 239.8 | 218.1 | 9638.3 | 30337.4 |
| 7001 | NE | Lincoln Transp. System | MB | 57 | 0 | 1416.4 | 1607.9 | 1454.7 | 85376.0 | 119.9 | 108.5 | 3058.8 | 10247.1 |
| | | | DR | 6 | 0 | 0.0 | 215.7 | 133.7 | 1168.4 | 17.4 | 10.8 | 43.6 | 212.3 |
| | | | DRP | 2 | 0 | 0.0 | 67.0 | 59.3 | 296.3 | 4.0 | 3.5 | 22.9 | 59.3 |
| 7002 | NE | TA of Omaha | MB | 151 | 0 | 5401.9 | 5406.4 | 5024.6 | 336145.2 | 394.4 | 392.9 | 10263.6 | 37847.1 |
| | | | DR | 10 | 0 | 296.2 | 301.7 | 245.5 | 2291.8 | 21.3 | 20.8 | 45.3 | 245.5 |
| | | | DRP | 9 | 0 | 0.0 | 120.3 | 113.7 | 1313.9 | 9.0 | 8.5 | 28.8 | 113.7 |
| 2072 | NY | Hauppage-Suffolk Transit | MBP | 100 | 0 | 6777.1 | 6687.7 | 6369.2 | 350311.6 | 216.9 | 197.1 | 4694.1 | 31001.3 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 171 | 0 | 3912.4 | 4009.3 | 3911.9 | 348159.9 | 489.9 | 486.2 | 25062.7 | 38003.6 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 0 | 3702.6 | 4069.6 | 3853.2 | 203205.7 | 261.5 | 236.2 | 4767.8 | 80576.6 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 0 | 5668.4 | 5549.8 | 5441.7 | 495191.5 | 630.6 | 618.0 | 35661.0 | 86286.5 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 0 | 4360.3 | 5036.2 | 4283.6 | 379098.2 | 502.6 | 471.0 | 12038.8 | 57964.4 |
| 2113 | NY | Rochester-RTS | MB | 194 | 0 | 6162.9 | 6428.4 | 6162.9 | 432082.0 | 530.8 | 481.8 | 18063.9 | 57639.7 |
| | | | DRP | 16 | 0 | 0.0 | 741.2 | 705.9 | 8470.4 | 52.4 | 49.9 | 114.9 | 705.9 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 0 | 2580.3 | 3237.1 | 2522.8 | 223270.6 | 301.4 | 270.1 | 7142.6 | 39311.7 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2018 | NY | Syracuse-CNY Centro | MB | 135 | 0 | 3697.0 | 4135.2 | 3855.2 | 300707.1 | 346.5 | 325.0 | 16850.3 | 52563.7 |
| | | | DR | 14 | 0 | 0.0 | 428.9 | 386.1 | 8133.8 | 33.1 | 29.8 | 134.3 | 872.9 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 0 | 9581.1 | 9533.2 | 9533.2 | 514793.5 | 702.7 | 702.7 | 28541.9 | 230643.0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 142 | 0 | 3471.0 | 4519.3 | 3450.2 | 175960.3 | 333.5 | 264.4 | 5415.7 | 80071.0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 96 | 0 | 2544.3 | 2810.1 | 2542.4 | 139831.2 | 232.7 | 206.8 | 6164.2 | Q |
| | | | DR | 12 | 0 | 272.7 | 290.8 | 272.7 | 7422.1 | 24.5 | 21.1 | 132.6 | 701.4 |
| | | | DRP | 20 | 0 | 273.5 | 291.7 | 273.5 | 7445.0 | 50.7 | 34.3 | 134.0 | 708.9 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 0 | 4406.3 | 4477.4 | 4405.7 | 303991.0 | 312.9 | 307.2 | 11314.9 | Q |
| | | | TB | 61 | 0 | 2100.1 | 2125.6 | 2091.7 | 154789.1 | 195.6 | 191.1 | 10039.9 | Q |
| | | | DR | 6 | 0 | 301.6 | 326.7 | 301.6 | 7540.3 | 25.1 | 23.1 | 43.4 | Q |
| 5022 | OH | Toledo RTA | MB | 175 | 0 | 6032.5 | 6029.9 | 5230.7 | 331302.0 | 428.5 | 373.1 | 13995.0 | 55891.0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 181 | 0 | 5587.4 | 6680.3 | 5640.1 | 353505.1 | 544.0 | 523.9 | 22353.7 | 44753.7 |
| 4003 | TN | Memphis Area TA | MB | 139 | 0 | 5271.6 | 6157.5 | 6032.1 | 458105.4 | 425.8 | 422.0 | 15282.4 | 41075.6 |
| | | | DR | 7 | 0 | 0.0 | 353.7 | 328.9 | 6578.1 | 19.7 | 18.3 | 62.6 | 557.5 |
| 4004 | TN | Nashville-MTA | MB | 104 | 0 | 4052.3 | 4121.0 | 4103.7 | 260807.2 | 303.5 | 296.6 | 8994.6 | 35155.9 |
| | | | VP | 12 | 0 | 218.5 | 236.4 | 218.5 | 3277.2 | 5.0 | 4.6 | 56.0 | 2309.8 |
| | | | DRP | 6 | 0 | 0.0 | 218.4 | 192.2 | 1778.3 | 14.4 | 9.4 | 36.5 | 532.1 |
| 6006 | TX | El Paso PTA | MB | 81 | 0 | 3368.0 | 3748.6 | 3342.4 | 201214.8 | 267.7 | 265.4 | 9209.1 | Q |
| | | | DR | 8 | 0 | 394.9 | 399.3 | 376.1 | 4888.8 | 20.0 | 18.7 | 38.4 | Q |
| | | | DRP | 20 | 0 | 55.3 | 52.6 | 52.6 | 210.6 | 3.0 | 2.9 | 16.2 | Q |
| 6007 | TX | Fort Worth CITRAN | MB | 101 | 0 | 3148.2 | 3535.3 | 3146.4 | 217102.2 | 274.6 | 244.3 | 5395.9 | 25997.0 |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 0 | 4524.2 | 4965.7 | 4516.8 | 302627.1 | 447.7 | 407.3 | 23929.8 | 57635.0 |
| | | | DRP | 22 | 0 | 0.0 | 788.5 | 709.9 | 8434.1 | 75.5 | 68.1 | 111.6 | 1151.2 |
| 3004 | VA | Hampton-Pentran | MB | 78 | 0 | 1769.4 | 2267.1 | 1769.4 | 83159.3 | 161.3 | 158.3 | 5481.7 | 25597.6 |
| | | | DR | 6 | 0 | 0.0 | 146.5 | 72.4 | 434.1 | 15.2 | 7.6 | 14.2 | Q |
| | | | DRP | 2 | 0 | 0.0 | 24.3 | 24.3 | 121.6 | 1.2 | 1.2 | 4.9 | Q |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 0 | 4640.1 | 4871.3 | 4549.5 | 304819.1 | 334.1 | 316.0 | 6844.3 | 37186.5 |
| | | | VP | 8 | 0 | 127.7 | 127.7 | 127.7 | 1915.3 | 4.5 | 4.5 | 45.2 | 1276.9 |
| | | | DR | 18 | 0 | 536.0 | 629.2 | 597.7 | 7396.8 | 43.9 | 43.9 | 135.9 | 932.0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 104 | 0 | 5191.7 | 5556.8 | 5191.7 | 228436.4 | 405.8 | 381.1 | 13472.8 | 66983.2 |
| | | | MBP | 3 | 0 | 60.2 | 72.5 | 60.2 | 2649.4 | 2.4 | 2.0 | 4.3 | 48.3 |
| | | | DR | 20 | 0 | 0.0 | 600.9 | 600.9 | 6609.6 | 40.5 | 40.5 | 136.4 | 1117.5 |
| | | | DRP | 45 | 0 | 306.8 | 306.8 | 306.8 | 1363.2 | 131.8 | 131.8 | 54.1 | 351.3 |
| 5005 | WI | Madison Metro | MB | 143 | 0 | 3978.6 | 4533.3 | 4027.6 | 277098.5 | 343.4 | 290.2 | 11620.3 | 43203.6 |
| | | | DR | 5 | 0 | 0.0 | 197.5 | 168.8 | 2143.8 | 18.2 | 15.6 | 30.0 | 167.5 |
| | | | DRP | 9 | 0 | 0.0 | 180.9 | 159.2 | 2596.8 | 20.7 | 15.2 | 82.7 | 363.9 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 49 | 0 | 2179.1 | 2452.2 | 2174.3 | 147849.1 | 172.4 | 167.6 | 3784.5 | 19679.2 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 0 | 1794.2 | 1968.6 | 1793.5 | 98361.7 | 158.2 | 144.7 | 3827.9 | Q |
| 9078 | CA | Central Contra Costa TS | MB | 51 | 0 | 2003.9 | 2487.3 | 1993.9 | 98585.7 | 170.8 | 161.3 | 3211.0 | Q |
| 9027 | CA | Fresno TS | MB | 66 | 0 | 3079.0 | 3246.0 | 3079.0 | 223447.4 | 223.4 | 215.0 | 8357.0 | 25132.0 |
| | | | DR | 9 | 0 | 0.0 | 232.3 | 220.2 | 1386.0 | 20.3 | 18.1 | 33.2 | 170.8 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 0 | 6815.9 | 7164.9 | 6839.6 | 478941.1 | 359.0 | 345.8 | 7192.9 | 51249.1 |
| | | | DRP | 6 | 0 | 0.0 | 286.0 | 242.8 | 2428.4 | 15.9 | 14.3 | 35.6 | 498.7 |
| 9031 | CA | Riverside Transit Agency | MB | 32 | 0 | 1934.6 | 2124.8 | 1955.9 | 107558.4 | 116.6 | 111.0 | 2688.1 | 14609.5 |
| | | | MBP | 4 | 0 | 105.5 | 108.2 | 105.4 | 1085.8 | 5.0 | 4.8 | 19.6 | 167.4 |
| | | | DRP | 13 | 0 | 0.0 | 551.3 | 551.3 | 8268.6 | 32.6 | 32.6 | 168.7 | 766.0 |
| 9095 | CA | San Diego Reg Trans Serv | MBP | 44 | 0 | 2374.5 | 2444.8 | 2272.9 | 128609.1 | 162.0 | 150.5 | 2829.3 | 15423.3 |
| | | | DRP | 48 | 0 | 0.0 | 1618.0 | 1600.6 | 9189.4 | 107.1 | 106.2 | 645.8 | 2882.0 |
| 9075 | CA | San Francisco-Caltrans | CRP | 73 | 15 | 2340.2 | 2340.2 | 2340.2 | 330526.8 | 69.4 | 69.4 | 5159.6 | 122225.3 |
| 9006 | CA | Santa Cruz MTD | MB | 57 | 0 | 3414.6 | 3674.6 | 3410.1 | 157009.8 | 251.1 | 239.3 | 7258.5 | 32490.5 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 0 | 3501.4 | 3797.0 | 3502.6 | 255691.5 | 298.2 | 281.1 | 17070.8 | 57374.1 |
| 9012 | CA | Stockton MTD | MB | 37 | 0 | 1319.4 | 1373.0 | 1319.4 | 73883.7 | 109.6 | 105.3 | 2180.9 | 4361.7 |
| | | | DR | 6 | 0 | 158.7 | 170.0 | 158.7 | 2221.5 | 14.0 | 14.0 | 38.6 | 158.7 |
| 8005 | CO | Colorado Springs Transit | MB | 36 | 0 | 1787.4 | 1930.0 | 1785.9 | 114298.1 | 120.7 | 113.6 | 3248.8 | 13412.2 |
| | | | DRP | 22 | 0 | 0.0 | 646.5 | 646.5 | 10448.3 | 44.2 | 44.2 | 581.4 | 2308.3 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 0 | 1967.0 | 1974.1 | 1908.5 | 110693.6 | 140.5 | 136.2 | 6487.7 | Q |
| | | | DRP | 11 | 0 | 0.0 | 205.7 | 185.2 | 1666.8 | 16.4 | 14.9 | 65.0 | 447.9 |
| 1017 | CT | Greater Hartford TD | DR | 32 | 0 | 0.0 | 805.0 | 772.8 | 9273.6 | 68.8 | 66.0 | 236.2 | 1674.3 |
| | | | DRP | 19 | 0 | 0.0 | 550.1 | 528.0 | 7392.0 | 47.1 | 45.3 | 161.2 | 999.8 |
| 4035 | FL | Orlando TCT | MB | 66 | 0 | 3493.2 | 3718.2 | 3493.2 | 146714.6 | 249.5 | 234.5 | 6898.1 | 26827.9 |
| | | | DRP | 2 | 0 | 54.0 | 54.0 | 54.0 | 1295.3 | 4.6 | 4.6 | 5.4 | 48.7 |
| 4027 | FL | Pinellas Suncoast TA | MB | 45 | 0 | 2084.4 | 2612.3 | 2077.8 | 115865.3 | 164.8 | 134.4 | 2809.9 | 15761.1 |
| | | | DR | 8 | 0 | 244.9 | 253.0 | 244.9 | 2636.9 | 18.0 | 18.0 | 66.1 | 317.5 |
| 4039 | FL | St. Petersburg MuTSys | MB | 49 | 0 | 2479.8 | 2527.2 | 2472.8 | 155785.5 | 242.5 | 221.2 | 6960.5 | 24797.9 |
| | | | DR | 9 | 0 | 216.2 | 226.4 | 216.2 | 3027.4 | 15.6 | 14.3 | 51.2 | 428.4 |
| 7010 | IA | Des Moines MTA | MB | 74 | 0 | 2060.6 | 2399.8 | 2060.6 | 129643.3 | 194.5 | 173.6 | 4572.4 | 11156.7 |
| | | | DR | 16 | 0 | 348.3 | 621.9 | 348.3 | 5688.3 | 43.3 | 24.2 | 203.1 | 1279.4 |
| | | | DRP | 1 | 0 | 0.0 | 75.7 | 74.9 | 299.8 | 4.4 | 4.4 | 17.5 | 74.9 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 0 | 1529.4 | 1630.4 | 1548.9 | 92934.1 | 118.9 | 112.9 | 1939.3 | 1602.7 |
| | | | DRP | 7 | 0 | 0.0 | 247.0 | 224.9 | 3823.5 | 17.9 | 16.3 | 91.1 | 327.7 |
| 5058 | IL | Rockford MTD | MB | 33 | 0 | 874.0 | 953.0 | 924.5 | 55471.8 | 86.1 | 84.5 | 2386.7 | 8228.2 |
| | | | DRP | 8 | 0 | 0.0 | 234.0 | 168.4 | 2019.6 | 19.3 | 14.0 | 58.2 | 234.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 0 | 2281.8 | 2707.4 | 2277.9 | 157168.5 | 160.1 | 119.4 | 5122.7 | 37651.9 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 62 | 0 | 299.5 | 3003.3 | 2936.6 | 223547.8 | 219.9 | 219.4 | 8744.3 | 43546.7 |
| 5044 | IN | Fort Wayne PTC | MB | 49 | 0 | 1317.1 | 1424.0 | 1317.1 | 6392.3 | 136.3 | 109.3 | 2294.5 | 5965.6 |
| 5052 | IN | South Bend PTC | MB | 43 | 0 | 1775.6 | 1811.0 | 1728.0 | 117505.6 | 134.9 | 128.7 | 3973.9 | 11690.8 |
| | | | DRP | 4 | 0 | 0.0 | 156.4 | 137.3 | 1648.7 | 14.4 | 8.0 | 34.2 | 164.0 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

**TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 74 | 0 | 2258.7 | 2812.3 | 2280.6 | 14931.7 | 185.6 | 165.6 | 5235.9 | 21603.3 |
| | | | DR | 4 | 0 | 130.0 | 159.5 | 130.0 | 2057.4 | 9.3 | 8.0 | 24.3 | 181.4 |
| | | | DRP | 1 | 0 | 14.2 | 16.7 | 14.2 | 70.8 | 1.0 | 0.8 | 2.1 | 15.2 |
| 4017 | KY | Lexington-LEXTRAN | MB | 39 | 0 | 1247.3 | 1311.0 | 1245.7 | 66107.4 | 130.0 | 125.8 | 2733.9 | 7698.2 |
| | | | DRP | 8 | 0 | 213.8 | 236.4 | 213.8 | 2352.1 | 18.5 | 17.7 | 74.5 | 478.8 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 0 | 1717.4 | 1803.0 | 1717.4 | 125366.8 | 149.5 | 138.3 | 5715.8 | 19955.4 |
| | | | DRP | 8 | 0 | 177.4 | 272.1 | 176.6 | 2330.6 | 18.7 | 12.2 | 59.0 | 272.1 |
| 1004 | MA | Brockton Area TA | MB | 38 | 0 | 1209.3 | 1267.2 | 1209.3 | 59329.5 | 101.9 | 97.9 | 3560.5 | 22198.8 |
| | | | DR | 24 | 0 | 0.0 | 732.4 | 697.5 | 8370.3 | 43.8 | 41.7 | 307.9 | 1108.4 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 0 | 1775.6 | 1880.6 | 1775.6 | 111861.7 | 178.6 | 172.2 | 6089.8 | 13653.5 |
| | | | DR | 7 | 0 | 0.0 | 112.0 | 104.7 | 1551.4 | 11.6 | 10.9 | 27.1 | 89.8 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 0 | 1898.4 | 1898.4 | 1898.4 | 11010.9 | 161.9 | 161.9 | 5406.6 | 14008.1 |
| 1014 | MA | Worcester RTA | MB | 56 | 0 | 1980.2 | 2100.3 | 1979.9 | 98539.5 | 179.8 | 170.1 | 5666.5 | 13114.3 |
| | | | MBP | 2 | 0 | 5.7 | 6.0 | 5.7 | 260.8 | 0.3 | 0.3 | 0.8 | 2.0 |
| | | | DR | 3 | 0 | 0.0 | 32.3 | 24.0 | 1199.5 | 4.3 | 3.2 | 61.4 | 244.9 |
| | | | DRP | 27 | 0 | 0.0 | 534.5 | 481.4 | 5386.9 | 21.2 | 18.1 | 135.3 | 539.7 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 41 | 0 | 1263.8 | 1261.8 | 1244.8 | 61868.7 | 82.9 | 81.4 | 1184.1 | 6065.1 |
| | | | DR | 3 | 0 | 0.0 | 115.9 | 115.9 | 587.5 | 6.6 | 6.6 | 17.7 | 88.6 |
| 5032 | MI | Flint-MTA | MB | 41 | 0 | 1759.1 | 1834.7 | 1759.1 | 107690.5 | 127.2 | 124.1 | 3945.4 | 13808.9 |
| | | | DR | 4 | 0 | 0.0 | 95.1 | 95.1 | 2148.7 | 7.5 | 7.5 | 18.1 | 114.2 |
| | | | DRP | 4 | 0 | 0.0 | 94.0 | 94.0 | 1766.4 | 12.1 | 12.1 | 71.2 | 94.0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 50 | 0 | 1760.1 | 2053.4 | 1760.1 | 106161.4 | 132.4 | 118.2 | 5232.7 | 16182.3 |
| | | | DR | 4 | 0 | 0.0 | 141.0 | 110.4 | 1103.3 | 11.3 | 9.5 | 22.5 | 143.6 |
| | | | DRP | 5 | 0 | 0.0 | 54.9 | 54.9 | 220.4 | 2.3 | 2.3 | 12.4 | 54.9 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 35 | 0 | 1604.3 | 1721.9 | 1602.8 | 81951.5 | 117.8 | 114.3 | 3342.3 | 13335.8 |
| | | | DR | 8 | 0 | 0.0 | 389.4 | 330.8 | 5292.1 | 30.2 | 27.5 | 87.7 | 307.1 |
| | | | DRP | 4 | 0 | 0.0 | 87.5 | 87.5 | 350.1 | 5.6 | 5.6 | 20.5 | 61.6 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5025 | MN | Duluth TA | MB | 68 | 0 | 1898.4 | 2033.9 | 1898.4 | 121500.5 | 165.8 | 154.8 | 5081.2 | 14500.8 |
| | | | DR | 3 | 0 | 0.0 | 94.9 | 93.6 | 1233.2 | 7.7 | 7.4 | 17.4 | 93.8 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 41 | 0 | 1425.6 | 1447.9 | 1432.7 | 81515.4 | 110.0 | 108.3 | 2201.9 | 10013.9 |
| 4012 | NC | Winston-Salem TA | MB | 28 | 0 | 1167.4 | 1227.1 | 1167.4 | 59537.2 | 92.8 | 80.6 | 3364.2 | 11504.4 |
| | | | DR | 13 | 0 | 0.0 | 272.0 | 244.7 | 3914.4 | 28.8 | 26.1 | 11.1 | 75.4 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 0 | 3504.7 | 4010.1 | 3504.7 | 237970.8 | 155.8 | 129.8 | 2810.4 | 65432.7 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 16 | 3978.7 | 4055.9 | 3937.7 | 472529.1 | 139.9 | 135.8 | 10211.6 | 88407.7 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 0 | 3117.8 | 3401.8 | 3222.2 | 174605.0 | 273.3 | 258.5 | 5554.4 | Q |
| | | | DRP | 6 | 0 | 0.0 | 204.1 | 182.2 | 2273.7 | 20.6 | 20.2 | 17.2 | Q |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 0 | 2192.4 | 3020.2 | 2128.9 | 176871.3 | 234.1 | 158.0 | 3430.4 | 54905.0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 52 | 0 | 3542.9 | 3542.9 | 3542.9 | 120193.1 | 106.8 | 106.8 | 501.9 | 22529.4 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 0 | 2125.1 | 2106.1 | 2106.1 | 181123.8 | 266.2 | 266.2 | 8032.3 | 32129.3 |
| 2076 | NY | Westchester County DOT | MBP | 50 | 0 | 1384.5 | 1741.1 | 1382.2 | 88137.4 | 91.7 | 73.0 | 1180.7 | Q |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 0 | 2600.5 | 2728.2 | 2533.7 | 167901.5 | 194.2 | 183.7 | 3949.4 | Q |
| | | | DR | 4 | 0 | 0.0 | 112.5 | 25.8 | 258.1 | 13.9 | 3.2 | 8.8 | Q |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 0 | 2834.1 | 3051.9 | 2832.7 | 181290.8 | 189.5 | 178.8 | 3929.2 | Q |
| | | | DR | 4 | 0 | 183.6 | 204.0 | Q | 2958.0 | 10.2 | 9.2 | 70.1 | 295.0 |
| | | | DRP | 1 | 0 | 0.0 | 23.8 | 19.1 | 95.4 | 1.2 | 1.0 | 5.5 | 22.2 |
| 0007 | OR | Eugene-Lane County MTD | MB | 55 | 0 | 2590.0 | 2708.0 | 2590.0 | 141542.1 | 188.3 | 180.1 | 5051.0 | 19276.0 |
| | | | DRP | 5 | 0 | 74.2 | 85.7 | 74.2 | 869.9 | 7.4 | 6.5 | 19.0 | 83.5 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 0 | 1690.6 | 1837.6 | 1690.6 | 80850.0 | 137.0 | 131.6 | 4709.6 | 14949.1 |
| | | | DRP | 8 | 0 | 188.0 | 188.0 | 188.0 | 2181.0 | 9.4 | 9.4 | 24.4 | 78.2 |
| 3013 | PA | Erie MTA | MB | 57 | 0 | 1321.4 | 1694.1 | 1682.7 | 108740.4 | 147.1 | 138.3 | 5639.8 | 14766.8 |
| | | | DRP | 2 | 0 | 0.0 | 18.6 | 18.6 | 241.5 | 0.9 | 0.9 | 11.4 | 18.6 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 0 | 1573.2 | 1711.8 | 1573.2 | 88099.8 | 146.0 | 134.3 | 5095.8 | 17322.6 |
| | | | MBP | 3 | 0 | 109.6 | 111.5 | 109.6 | 6878.5 | 4.3 | 4.1 | 104.1 | 1664.8 |
| | | | DRP | 2 | 0 | 20.8 | 41.8 | 20.8 | 249.1 | 3.7 | 1.8 | 2.7 | 21.8 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3024 | PA | Reading-BARTA | MB | 43 | 0 | 1060.7 | 1258.5 | 1060.7 | 72130.9 | 109.5 | 106.2 | 4166.4 | 14582.3 |
| | | | MBP | 2 | 0 | 81.8 | 82.2 | 81.8 | 5151.1 | 3.0 | 2.8 | 36.5 | 583.4 |
| | | | DR | 18 | 0 | 0.0 | 506.0 | 457.9 | 5037.2 | 36.4 | 31.1 | 221.6 | 1551.2 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 34 | 0 | 1701.5 | 1719.1 | Q | 105298.5 | 140.5 | 138.3 | 5299.9 | 22206.6 |
| 4001 | TN | Chattanooga Area RTA | MB | 42 | 0 | 1601.9 | 1610.3 | 1610.0 | 121800.3 | 106.7 | 106.4 | 2850.7 | 9977.5 |
| | | | IP | 2 | 2 | 18.8 | 18.8 | 18.8 | 1430.5 | 3.3 | 3.3 | 300.1 | 300.1 |
| | | | VP | 3 | 0 | 62.7 | 62.7 | 62.7 | 878.2 | 2.5 | 2.5 | 20.4 | 510.0 |
| | | | DRP | 3 | 0 | 0.0 | 146.9 | 141.8 | 717.2 | 8.4 | 8.2 | 14.2 | Q |
| 4002 | TN | Knoxville Trans Auth | MB | 46 | 0 | 1732.5 | 1791.6 | 1732.5 | 110885.4 | 133.2 | 129.1 | 2461.4 | Q |
| | | | DR | 5 | 0 | 0.0 | 145.3 | 143.4 | 2108.2 | 10.0 | 9.7 | 26.0 | 165.1 |
| 6002 | TX | Austin TS | MB | 67 | 0 | 2472.5 | 2810.3 | 2471.4 | 153226.4 | 206.4 | 193.2 | 5280.8 | 15438.9 |
| | | | DR | 8 | 0 | 307.5 | 333.1 | 307.5 | 3689.6 | 30.9 | 29.3 | 66.3 | 437.3 |
| | | | DRP | 10 | 0 | 187.7 | 203.3 | 187.7 | 375.3 | 8.1 | 7.7 | 40.7 | 203.3 |
| 6003 | TX | Corpus Christi TS | MB | 29 | 0 | 1079.1 | 1127.9 | 1075.6 | 89031.6 | 85.0 | 84.7 | 1719.5 | 5500.4 |
| | | | DR | 7 | 0 | 247.9 | 279.7 | 247.9 | 3669.0 | 14.5 | 14.2 | 9.9 | 119.8 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 0 | 977.8 | 1012.0 | 997.8 | 58667.1 | 66.8 | 63.8 | 1233.8 | 14129.8 |
| | | | MBP | 3 | 0 | 148.2 | 150.5 | 148.2 | 9037.7 | 6.2 | 6.1 | 89.3 | 857.7 |
| | | | VP | 2 | 0 | 17.2 | 17.2 | 17.2 | 206.2 | 1.0 | 1.0 | 4.7 | 160.9 |
| | | | DRP | 20 | 0 | 0.0 | 661.4 | 562.2 | 11243.3 | 28.8 | 24.5 | 163.9 | 562.2 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 50 | 0 | 2293.7 | 2683.0 | 2293.7 | 160562.2 | 155.9 | 139.0 | 2079.7 | 27677.9 |
| | | | VP | 1 | 0 | 21.2 | 21.2 | 21.2 | 318.0 | 0.4 | 0.4 | 5.1 | 211.6 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 0 | 1473.0 | 1794.3 | 1473.0 | 104145.3 | 115.7 | 105.3 | 2199.9 | 11229.9 |
| | | | VP | 14 | 0 | 0.0 | 306.4 | 300.3 | 4504.6 | 7.0 | 6.9 | 45.0 | 3962.3 |
| | | | DRP | 15 | 0 | 0.0 | 334.3 | 307.5 | 3997.9 | 24.3 | 22.3 | 84.0 | 1159.5 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 0 | 1762.5 | 1970.3 | 1758.9 | 95037.5 | 111.3 | 102.0 | 1934.3 | 8707.6 |
| | | | MBP | 6 | 0 | 163.6 | 183.3 | 163.0 | 7482.6 | 10.3 | 9.2 | 325.9 | 773.9 |
| | | | DRP | 8 | 0 | 0.0 | 153.7 | 144.1 | 1729.4 | 10.4 | 9.4 | 19.2 | 389.2 |

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Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED |  |  |  |  |  |  |  | TRANSIT SERVICE CONSUMED |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 0 | 2338.2 | 2407.2 | 2338.2 | 133279.3 | 178.7 | 172.5 | 3298.7 | 18540.1 |
|  |  |  | DRP | 4 | 0 | 43.9 | 46.1 | 43.9 | 2384.9 | 10.8 | 10.3 | 10.1 | 43.9 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4043 | AL | Mobile TA | MB | 33 | 0 | 1403.8 | 1419.0 | 1403.8 | 91247.0 | 104.6 | 100.1 | 2754.0 | 11400.3 |
|  |  |  | DR | 1 | 0 | 0.0 | 49.8 | 49.7 | 649.0 | 3.5 | 3.3 | 5.9 | 49.7 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 0 | 911.3 | 911.3 | 911.3 | 67527.7 | 74.8 | 74.8 | 4099.7 | 8364.7 |
|  |  |  | DR | 1 | 0 | 38.5 | 38.5 | 38.5 | 731.6 | 3.1 | 3.1 | 4.8 | 33.4 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 31 | 0 | 1566.3 | 1593.5 | 1563.2 | 78160.3 | 115.9 | 114.2 | 3244.2 | Q |
|  |  |  | DRP | 4 | 0 | 167.3 | 176.1 | 167.3 | 1505.9 | 12.5 | 12.5 | 28.7 | Q |
| 9010 | CA | City of Torrance TS | MB | 25 | 0 | 1387.2 | 1437.1 | 1385.7 | 105313.7 | 106.9 | 102.6 | 3109.9 | 18909.7 |
|  |  |  | DR | 5 | 0 | 102.8 | 99.3 | 92.5 | 1202.2 | 9.7 | 8.6 | 21.7 | 74.4 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 0 | 1260.2 | 1281.2 | 1259.6 | 76838.6 | 91.0 | 89.8 | 3575.8 | 10012.4 |
|  |  |  | DR | 7 | 0 | 101.5 | 145.4 | 101.5 | 913.5 | 16.0 | 10.4 | 56.8 | 198.8 |
| 9077 | CA | Los Angeles Cnty Trans Co | DRP | 26 | 0 | 373.2 | 374.2 | 373.2 | 3209.2 | 29.9 | 29.9 | 118.3 | 427.3 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 0 | 1038.8 | 1044.6 | 1031.0 | 36562.5 | 86.8 | 71.8 | 1128.4 | 5980.6 |
|  |  |  | DRP | 5 | 0 | 0.0 | 295.2 | 295.2 | 5609.7 | 20.8 | 20.8 | 71.7 | 295.2 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 0 | 1289.3 | 1323.9 | 1289.3 | 79934.6 | 110.5 | 109.5 | 4164.4 | 11599.5 |
|  |  |  | DR | 2 | 0 | 36.9 | 36.9 | 36.9 | 554.1 | 3.0 | 3.0 | 13.0 | 34.9 |
| 9062 | CA | Monterey-Salinas Transit | MB | 36 | 0 | 1675.5 | 1843.0 | 1675.5 | 121900.9 | 124.0 | 112.6 | 3019.8 | 13493.8 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 0 | 2140.4 | 2279.1 | 2166.3 | 138892.5 | 167.9 | 152.9 | 4974.7 | 29535.0 |
| 9028 | CA | Vallejo Transit | MBP | 16 | 0 | 549.9 | 565.1 | 549.8 | 32437.4 | 43.6 | 42.5 | 1228.2 | 3930.3 |
|  |  |  | DRP | 7 | 0 | 0.0 | 117.8 | 117.8 | 589.0 | 5.9 | 5.9 | 83.1 | 137.1 |
| 1057 | CT | Norwalk TD | MB | 18 | 0 | 810.8 | 829.6 | 810.8 | 49460.7 | 60.2 | 58.8 | 1722.8 | 3983.0 |
|  |  |  | DRP | 11 | 0 | 96.4 | 101.7 | 96.4 | 1060.3 | 8.2 | 8.1 | 24.1 | 101.1 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 0 | 815.6 | 942.6 | 815.6 | 50564.3 | 81.3 | 75.4 | 1588.6 | 2933.7 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 12 | 0 | 222.7 | 269.0 | 222.7 | 2895.4 | 18.9 | 15.9 | 32.5 | 227.5 |
| | | | DRP | 20 | 0 | 0.0 | 52.3 | 52.3 | 208.8 | 2.0 | 2.0 | 9.1 | 52.3 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 10 | 0 | 619.2 | 640.8 | 618.2 | 23678.9 | 38.0 | 36.1 | 758.4 | 5803.7 |
| | | | DR | 17 | 0 | 283.6 | 303.8 | 283.6 | 6729.8 | 22.1 | 20.6 | 136.2 | 511.0 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 0 | 1112.0 | 1146.3 | 1112.0 | 58382.1 | 93.1 | 75.5 | 2339.2 | 6147.6 |
| | | | DR | 8 | 0 | 0.0 | 316.5 | 313.4 | 4208.8 | 17.5 | 17.3 | 62.6 | 563.0 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 19 | 0 | 0.0 | 677.2 | 522.7 | 13560.1 | 41.7 | 40.7 | 282.3 | 2873.3 |
| | | | DRP | 1 | 0 | 1.7 | 2.4 | 1.7 | 6.9 | 0.1 | 0.1 | 4.3 | 27.8 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 24 | 0 | 1051.4 | 1260.9 | 1051.4 | 68796.5 | 93.0 | 88.3 | 2367.6 | 8434.6 |
| | | | DR | 2 | 0 | 0.0 | 93.9 | 93.9 | 844.7 | 6.1 | 6.1 | 16.2 | 96.9 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 34 | 0 | 1167.6 | 1240.6 | 1155.9 | 90504.3 | 106.0 | 98.3 | 3220.3 | 8083.0 |
| | | | DR | 8 | 0 | 158.1 | 162.7 | 147.6 | 1845.1 | 11.2 | 10.0 | 28.2 | 107.3 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 0 | 2154.5 | 2450.9 | 2192.6 | 116207.9 | 153.7 | 138.3 | 2233.6 | 7274.1 |
| 4023 | GA | Augusta TD | MB | 20 | 0 | 832.9 | 867.4 | 832.9 | 52474.5 | 77.3 | 75.8 | 2075.7 | Q |
| | | | DRP | 1 | 0 | 16.5 | 17.8 | 16.5 | 264.6 | 1.7 | 1.6 | 4.6 | 14.4 |
| 4024 | GA | Columbus-METRA | MB | 29 | 0 | 1509.2 | 1564.0 | 1506.0 | 90549.5 | 110.6 | 108.3 | 3185.9 | 7785.5 |
| | | | DR | 1 | 0 | 0.0 | 2.6 | 2.5 | 50.2 | 0.5 | 0.4 | 0.4 | 1.4 |
| 4025 | GA | Savannah TA | MB | 31 | 0 | 1518.6 | 1585.8 | 1567.2 | 80912.2 | 129.8 | 127.6 | 1497.3 | 4264.8 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 29 | 0 | 961.6 | 1013.6 | 961.6 | 60581.2 | 85.3 | 82.4 | 1762.7 | 6574.3 |
| | | | DRP | 3 | 0 | 77.9 | 77.9 | 77.9 | 3115.0 | 6.1 | 6.1 | 51.1 | 296.5 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 0 | 759.4 | 770.8 | 747.8 | 61398.9 | 69.6 | 67.3 | 2299.4 | 5032.7 |
| | | | DRP | 9 | 0 | 0.0 | 173.0 | 145.7 | 2330.5 | 10.3 | 8.6 | 23.3 | 74.6 |
| 7012 | IA | Sioux City TS | MB | 18 | 0 | 542.2 | 573.1 | 538.5 | 29620.1 | 55.3 | 52.0 | 1640.6 | 5552.6 |
| | | | DRP | 7 | 0 | 0.0 | 127.1 | 122.1 | 847.8 | 28.7 | 25.8 | 36.9 | 141.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 20 | 0 | 663.2 | 694.1 | 675.2 | 28411.5 | 52.4 | 50.7 | 674.2 | 2487.1 |
| | | | DRP | 19 | 0 | 0.0 | 289.7 | 227.2 | 2171.9 | 26.6 | 12.3 | 109.8 | 310.0 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0011 | ID | Boise-Urban Stages | MB | 22 | 0 | 807.0 | 823.4 | 806.5 | 3653.6 | 54.7 | 52.3 | 1096.4 | 3548.6 |
| | | | DR | 2 | 0 | 0.0 | 59.0 | 55.3 | 608.7 | 5.0 | 4.5 | 11.6 | 59.6 |
| 5060 | IL | Champaign-Urbana MTD | MB | 36 | 0 | 1495.0 | 1566.0 | 1495.0 | 100167.3 | 116.3 | 112.4 | 2698.1 | 10169.7 |
| 5061 | IL | Decatur Public TS | MB | 20 | 0 | 551.5 | 577.7 | 551.5 | 31989.7 | 44.1 | 43.1 | 1054.9 | 2785.3 |
| | | | DR | 1 | 0 | 13.5 | 13.8 | 13.5 | 162.2 | 1.3 | 1.3 | 2.6 | 13.0 |
| | | | DRP | 2 | 0 | 35.3 | 61.6 | 35.3 | 158.4 | 7.0 | 5.8 | 18.8 | 37.2 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 0 | 1066.3 | 1138.9 | 1066.3 | 99167.5 | 77.3 | 63.6 | 1365.3 | 7372.6 |
| | | | DR | 10 | 0 | 0.0 | 334.1 | 317.4 | 4761.2 | 19.0 | 18.0 | 77.4 | 363.9 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 0 | 1221.9 | 1269.1 | 1220.1 | 76863.4 | 93.9 | 90.3 | 2100.2 | 8527.0 |
| 5059 | IL | Springfield MTD | MB | 31 | 0 | 874.2 | 959.8 | 874.2 | 57697.1 | 79.9 | 73.3 | 1633.7 | 3594.1 |
| | | | DRP | 4 | 0 | 67.6 | 77.9 | 67.6 | 676.4 | 11.6 | 10.6 | 25.1 | 67.6 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 0 | 972.7 | 1129.1 | 964.0 | 46690.4 | 71.3 | 63.6 | 1939.6 | 10898.8 |
| 5045 | IN | Gary PTC | MB | 26 | 0 | 1392.6 | 1409.6 | 1392.6 | 88290.0 | 114.7 | 113.4 | 3076.5 | 6842.2 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 0 | 481.6 | 497.9 | 481.6 | 7705.9 | 48.4 | 40.7 | 161.7 | 1020.7 |
| 5104 | IN | N Indiana Commuter TD | CRP | 36 | 34 | 1526.4 | 1595.5 | 1526.0 | 141920.0 | 41.3 | 39.9 | 2248.8 | 65181.9 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 0 | 18677.7 | 2020.9 | 1847.4 | 123773.1 | 130.2 | 124.0 | 2452.9 | Q |
| | | | DRP | 5 | 0 | 0.0 | 164.0 | Q | 1713.6 | 15.3 | 14.3 | 36.5 | Q |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 26 | 0 | 1251.1 | 1388.5 | 1245.0 | 91331.7 | 86.4 | 80.6 | 3806.7 | 17887.2 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 0 | 1897.5 | 1955.4 | 1889.9 | 122844.6 | 148.5 | 143.7 | 4771.8 | Q |
| | | | DRP | 2 | 0 | 48.9 | 55.9 | 0.0 | 293.4 | 5.4 | 4.9 | 5.6 | Q |
| 1061 | MA | Fitchbrg-Montachusett RTA | MBP | 22 | 0 | 460.2 | 471.4 | 460.2 | 20533.9 | 53.7 | 53.6 | 1091.7 | 2303.6 |
| | | | DRP | 9 | 0 | 0.0 | 91.9 | 86.3 | 1067.0 | 13.9 | 13.9 | 35.8 | 257.7 |
| 1005 | MA | Lowell RTA | MB | 22 | 0 | 512.0 | 651.9 | 534.6 | 25127.3 | 58.2 | 53.3 | 1909.7 | 7448.0 |
| | | | MBP | 1 | 0 | 45.4 | 46.7 | 45.4 | 2091.9 | 3.3 | 2.8 | 58.1 | 218.3 |
| | | | DRP | 14 | 0 | 0.0 | 297.4 | 254.8 | 4432.0 | 20.5 | 15.1 | 97.5 | 465.0 |
| 1013 | MA | Merrimack Valley TA | MBP | 23 | 0 | 682.6 | 808.0 | 679.7 | 30304.0 | 54.9 | 48.1 | 1049.0 | 11004.8 |
| | | | DRP | 20 | 0 | 0.0 | 400.0 | 379.2 | 5316.5 | 27.6 | 26.8 | 147.9 | 380.9 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3046 | MD | Wash-Balt-MD DeptOTr | CRP | 36 | 11 | 950.0 | 950.0 | 950.0 | 92050.9 | 23.4 | 23.4 | 1595.4 | 44832.3 |
| 1016 | ME | Gr Portland Transit Dist | MB | 36 | 0 | 963.7 | 974.7 | 963.7 | 57823.6 | 79.9 | 78.0 | 2409.3 | 8562.8 |
| 5034 P | MI | Jackson PTC | MB | 8 | 0 | 367.3 | 385.6 | 367.3 | 16528.5 | 29.2 | 28.7 | 679.6 | 1936.8 |
| | | | DR | 13 | 0 | 0.0 | 317.8 | 317.8 | 6868.9 | 20.4 | 20.4 | 68.8 | 221.6 |
| 5035 | MI | Kalamazoo Metro TS | MB | 34 | 0 | 1359.9 | 1363.5 | 1359.7 | 81582.8 | 96.7 | 95.7 | 2516.7 | 12583.4 |
| 5039 | MI | Saginaw TS | MB | 31 | 0 | 698.2 | 780.0 | 698.2 | 39101.8 | 68.9 | 55.4 | 1476.1 | 3856.0 |
| | | | DR | 4 | 0 | 124.2 | 124.2 | 124.2 | 1241.8 | 9.1 | 9.1 | 20.0 | 50.0 |
| 7003 | MO | Springfield City Utility | MB | 23 | 0 | 943.3 | 1112.2 | 987.6 | 49380.3 | 83.5 | 74.3 | 1006.1 | 5071.5 |
| | | | DR | 3 | 0 | 0.0 | 91.7 | 82.6 | 1376.1 | 8.5 | 7.6 | 13.8 | 55.2 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 0 | 954.1 | 995.9 | 954.1 | 63364.0 | 74.6 | 71.3 | 2165.1 | 7878.4 |
| | | | DR | 7 | 0 | 0.0 | 192.5 | 188.4 | 2750.9 | 13.6 | 13.3 | 72.3 | 419.6 |
| 8004 | MT | Billings Metro Transit | MB | 15 | 0 | 509.8 | 523.2 | 509.7 | 33643.2 | 41.9 | 37.5 | 764.0 | 2078.0 |
| | | | DRP | 13 | 0 | 0.0 | 226.9 | 225.9 | 2499.0 | 24.2 | 23.0 | 68.3 | 226.2 |
| 4051 | NC | Chapel Hill Transit | MB | 27 | 0 | 594.2 | 664.6 | 602.7 | 27724.8 | 68.3 | 63.2 | 1813.1 | 3033.3 |
| | | | DR | 2 | 0 | 0.0 | 70.1 | 45.6 | 455.9 | 5.0 | 4.8 | 22.6 | 76.0 |
| | | | DRP | 2 | 0 | 0.0 | 82.5 | 69.6 | 278.5 | 7.0 | 6.7 | 19.4 | 73.8 |
| 1002 | NH | Manchester TA | MB | 29 | 0 | 710.8 | 760.3 | 710.8 | 31989.2 | 88.9 | 81.3 | 1607.1 | 3623.0 |
| | | | DR | 2 | 0 | 0.0 | 16.3 | 9.7 | 116.3 | 3.1 | 1.8 | 3.8 | 21.2 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 10 | 0 | 0.0 | 245.1 | 235.3 | 2941.3 | 23.2 | 21.8 | 81.4 | 325.4 |
| | | | DRP | 13 | 0 | 0.0 | 349.1 | 348.4 | 1815.5 | 69.1 | 68.7 | 105.8 | 398.2 |
| 9045 P | NV | Las Vegas Transit | MB | 16 | 0 | 1148.8 | 1163.0 | 1148.8 | 93050.5 | 95.9 | 89.9 | 3558.6 | 12676.6 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 18 | 0 | 0.0 | 508.3 | 494.1 | 5928.8 | 38.0 | 37.5 | 96.7 | 506.8 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 0 | 1601.1 | 1623.8 | 1598.4 | 79918.6 | 118.4 | 116.5 | 3267.2 | 9801.5 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 0 | 1189.2 | 1326.4 | 1189.2 | 92580.3 | 98.2 | 93.7 | 3266.7 | 9473.4 |
| | | | DR | 4 | 0 | 181.4 | 222.3 | 181.4 | 2540.5 | 8.9 | 7.1 | 21.2 | 402.6 |
| | | | DRP | 5 | 0 | 185.7 | 185.7 | 185.7 | 1064.6 | 18.7 | 18.7 | 41.6 | 280.2 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 9 | 2352.9 | 2581.1 | 2350.9 | 422851.3 | 122.3 | 114.5 | 6163.6 | 42528.7 |
| 2021 | NY | Utica TA | MB | 32 | 0 | 1100.6 | 1137.7 | 1100.6 | 64006.0 | 88.1 | 64.9 | 2448.1 | 5958.2 |
| | | | DR | 1 | 0 | 5.4 | 5.7 | 5.4 | 75.0 | 0.6 | 0.6 | 1.4 | 3.1 |
| 5011 | OH | Canton RTA | MB | 39 | 0 | 1100.5 | 1172.6 | 1097.0 | 65133.4 | 119.2 | 107.8 | 1995.0 | 5727.6 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 0 | 946.5 | 974.7 | 946.5 | 48273.4 | 108.1 | 86.2 | 1910.4 | 6349.0 |
| | | | DR | 4 | 0 | 55.9 | 66.5 | 55.9 | 389.6 | 8.1 | 7.9 | 29.9 | 29.9 |
| 0025 | OR | Salem Area MTD | MB | 41 | 0 | 1406.1 | 1570.0 | 1400.0 | 88201.0 | 103.7 | 95.4 | 2673.7 | 8684.7 |
| | | | DRP | 2 | 0 | 0.0 | 78.1 | 78.1 | 535.4 | 5.2 | 5.2 | 22.9 | 78.1 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 0 | 572.1 | 602.8 | 572.1 | 34327.1 | 52.9 | 49.4 | 1332.9 | 3371.7 |
| | | | DRP | 1 | 0 | 8.8 | 13.0 | 8.8 | 61.9 | 1.7 | 1.6 | 2.0 | 6.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 0 | 1667.7 | 1784.5 | 1692.7 | 101560.5 | 144.0 | 141.4 | 5403.0 | 18767.0 |
| | | | DRP | 2 | 0 | 72.4 | 72.4 | 72.4 | 939.7 | 5.8 | 5.8 | 11.9 | 77.9 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 0 | 1130.2 | 1199.8 | 1129.7 | 66651.2 | 83.0 | 77.9 | 2139.5 | 7274.4 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 0 | 1106.9 | 1178.3 | 1102.9 | 67699.9 | 92.6 | 88.2 | 3036.2 | 7139.7 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 0 | 625.7 | 653.6 | 625.7 | 38170.6 | 53.3 | 49.1 | 1563.0 | 4476.0 |
| | | | DRP | 4 | 0 | 0.0 | 51.9 | 41.4 | 207.0 | 2.7 | 2.2 | 12.6 | 48.9 |
| 4053 | SC | Greenville TA | MB | 17 | 0 | 761.0 | 776.4 | 761.0 | 36322.4 | 57.1 | 54.1 | 810.0 | Q |
| | | | DRP | 5 | 0 | 139.9 | 139.9 | 139.9 | 8251.4 | 10.4 | 10.4 | 22.1 | 205.9 |
| 8014 | SD | Rapid City Transit System | DR | 24 | 0 | 0.0 | 246.0 | 0.0 | 0.0 | 16.3 | 16.3 | 129.7 | 246.0 |
| 6010 | TX | City of Lubbock | MB | 23 | 0 | 933.7 | 937.7 | 933.7 | 56022.0 | 68.0 | 66.9 | 1943.3 | 2808.1 |
| | | | DR | 3 | 0 | 103.1 | 103.1 | 103.1 | 824.2 | 7.7 | 7.7 | 14.1 | 95.3 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 24 | 0 | 984.3 | 1054.1 | 984.3 | 58377.0 | 92.9 | 74.9 | 1684.3 | 5895.2 |
| 0021 | WA | Bellingham Muni Transit | MB | 14 | 0 | 579.0 | 589.7 | 579.0 | 32859.3 | 43.9 | 39.7 | 3544.6 | 7715.3 |
| | | | DRP | 6 | 0 | 119.3 | 137.5 | 119.3 | 811.0 | 12.8 | 10.8 | 93.6 | 439.9 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 0 | 1057.4 | 1113.4 | 1061.0 | 6981.1 | 79.4 | 75.5 | 1790.1 | 13021.8 |
| | | | VP | 1 | 0 | 18.2 | 18.2 | 18.2 | 273.0 | 0.4 | 0.4 | 3.1 | 72.8 |
| | | | DR | 3 | 0 | 74.1 | 77.8 | 74.1 | 1332.4 | 7.3 | 6.9 | 31.7 | 98.4 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 0 | 1270.2 | 1336.3 | 1246.0 | 68588.1 | 102.8 | 96.3 | 1856.7 | 5642.3 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 0 | 451.5 | 464.2 | 405.7 | 8256.5 | 38.1 | 37.3 | 980.4 | 2941.1 |
| | | | DRP | 18 | 0 | 172.7 | 172.7 | 172.7 | 617.7 | 66.6 | 66.6 | 64.7 | 276.2 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 0 | 1016.5 | 1085.3 | 1016.5 | 62945.6 | 82.0 | 70.3 | 2013.5 | 6751.3 |
| 5006 | WI | Belle Urban System | MB | 33 | 0 | 1229.1 | 1327.9 | 1229.1 | 81123.4 | 114.2 | 104.8 | 2777.7 | 7770.0 |
| | | | DRP | 7 | 0 | 0.0 | 117.6 | 108.2 | 1190.7 | 9.0 | 8.4 | 30.5 | 70.3 |
| 5003 | WI | Kenosha Transit Comm | MB | 25 | 0 | 645.9 | 706.4 | 645.9 | 38756.4 | 60.2 | 55.6 | 1343.9 | 5063.2 |
| | | | DRP | 2 | 0 | 0.0 | 61.0 | 61.0 | 549.1 | 4.9 | 4.9 | 13.4 | 61.0 |
| 5004 | WI | La Crosse Municipal TU | MB | 22 | 0 | 683.6 | 724.2 | 683.6 | 40329.3 | 61.8 | 53.5 | 2044.8 | 5725.6 |
| | | | DRP | 4 | 0 | 0.0 | 78.5 | 70.7 | 917.6 | 7.4 | 6.7 | 22.2 | 109.5 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 0 | 0.0 | 43.7 | 32.4 | 453.3 | 5.3 | 4.5 | 15.8 | 31.6 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 0 | 0.0 | 293.5 | 282.3 | 2370.5 | 25.0 | 19.2 | 140.2 | 462.2 |
| 9044 | CA | Arcadia Dial-A-Ride | DRP | 13 | 0 | 0.0 | 485.6 | 458.9 | 2753.5 | 35.0 | 34.3 | 197.9 | 590.9 |
| 9084 | CA | Caltrans/Los Angeles | CRP | 15 | 3 | 223.1 | 223.1 | 223.1 | 18489.2 | 4.6 | 4.6 | 226.7 | 9799.3 |
| 9085 | CA | Caltrans/San Diego | CRP | 5 | 1 | 27.8 | 27.8 | 27.8 | 2343.9 | 0.5 | 0.5 | 23.8 | 524.2 |
| 9043 | CA | City of Commerce | MB | 5 | 0 | 204.5 | 204.5 | 204.5 | 9837.8 | 18.7 | 18.7 | 823.9 | 1842.2 |
| | | | DR | 1 | 0 | 0.0 | 26.6 | 26.6 | 349.5 | 2.1 | 2.1 | 2.6 | 26.6 |
| 9113 | CA | City of El Cerrito | DR | 2 | 0 | 0.0 | 28.2 | 28.2 | 280.8 | 3.9 | 3.9 | 13.0 | 28.2 |
| 9092 | CA | City of Fairfield | MB | 4 | 0 | 139.8 | 139.8 | 139.8 | 4643.2 | 10.4 | 10.4 | 151.4 | 0.0 |
| | | | DR | 3 | 0 | 117.6 | 117.6 | 117.6 | 1843.3 | 8.6 | 8.5 | 43.3 | 0.0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 0 | 283.1 | 291.9 | 282.5 | 18927.0 | 16.4 | 15.5 | 473.5 | 4653.0 |
| | | | DR | 2 | 0 | 25.7 | 25.7 | 25.7 | 385.5 | 3.6 | 3.6 | 11.8 | 157.8 |
| 9091 | CA | City of Visalia | MBP | 2 | 0 | 54.7 | 54.3 | 51.3 | 760.0 | 3.9 | 3.7 | 23.0 | 78.4 |
| | | | DRP | 4 | 0 | 112.7 | 118.0 | 112.7 | 1510.8 | 8.0 | 7.7 | 44.7 | 125.2 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED |  |  |  |  |  |  |  | TRANSIT SERVICE CONSUMED |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 0 | 756.1 | 783.6 | 755.0 | 32697.0 | 63.8 | 62.3 | 2607.3 | 8984.6 |
| 9024 | CA | La Mirada Dial-A-Ride | DRP | 5 | 0 | 180.1 | 180.1 | 180.1 | 2701.4 | 12.0 | 12.0 | 79.3 | 341.2 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 0 | 133.6 | 133.6 | 133.6 | 3177.3 | 9.0 | 9.0 | 168.8 | 524.1 |
| 9088 | CA | Napa City Bus | MB | 6 | 0 | 240.4 | 245.1 | 240.4 | 13462.7 | 18.7 | 17.5 | 513.0 | 2445.2 |
| 9022 | CA | Norwalk TS | MB | 17 | 0 | 877.5 | 916.7 | 877.5 | 38611.7 | 59.8 | 57.7 | 1380.8 | 4832.9 |
|  |  |  | DR | 2 | 0 | 56.3 | 57.8 | 56.3 | 431.8 | 6.3 | 6.3 | 19.6 | 63.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 0 | 1027.1 | 1052.8 | 1027.1 | 57006.4 | 81.0 | 79.3 | 1453.6 | 8866.9 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 16 | 0 | 875.0 | 961.5 | 855.2 | 47038.3 | 50.1 | 46.7 | 1402.0 | 16233.8 |
|  |  |  | DR | 3 | 0 | 127.1 | 149.8 | 124.7 | 2566.1 | 9.0 | 8.3 | 50.2 | 440.0 |
| 9063 | CA | Redondo Beach-DAR | DRP | 2 | 0 | 0.0 | 42.5 | 40.4 | 161.1 | 4.4 | 4.1 | 0.0 | Q |
| 9086 | CA | Riverside Specl Trans Svc | DR | 13 | 0 | 0.0 | 412.0 | 412.0 | 3175.3 | 24.8 | 24.8 | 126.8 | 490.7 |
| 9055 | CA | Salinas-Cnty of Monterey | DRP | 3 | 0 | 0.0 | 62.0 | 24.3 | 464.8 | 4.8 | 2.2 | 11.0 | 59.4 |
| 9054 | CA | San Diego Trolley | SC | 18 | 6 | 1629.0 | 1676.7 | 1672.4 | 306252.8 | 80.3 | 79.6 | 5381.7 | 46221.6 |
| 9083 P | CA | San Jose-MTC-Rides | VPP | 12 | 0 | 0.0 | 204.3 | 204.3 | 3061.8 | 18.1 | 18.1 | 85.2 | 2650.3 |
| 9087 | CA | Santa Maria Area Transit | MBP | 4 | 0 | 218.3 | 218.3 | 218.3 | 3010.8 | 13.3 | 13.3 | 92.3 | 434.3 |
|  |  |  | DRP | 2 | 0 | 0.0 | 54.0 | 54.0 | 705.6 | 4.1 | 4.1 | 12.9 | 60.6 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 0 | 583.7 | 581.4 | 542.9 | 28265.1 | 40.5 | 38.4 | 1032.4 | 3654.6 |
|  |  |  | DRP | 5 | 0 | 93.5 | 95.5 | 93.5 | 973.6 | 7.9 | 7.3 | 35.7 | 0.0 |
| 9089 | CA | Sonoma County Transit | MBP | 19 | 0 | 802.5 | 979.4 | 802.1 | 47185.6 | 48.0 | 42.1 | 790.4 | 9500.0 |
| 9090 | CA | Woodland-Yolobus | MBP | 11 | 0 | 469.0 | 529.0 | 468.2 | 26488.4 | 26.4 | 23.9 | 550.2 | 5892.2 |
| 9061 | CA | Yuba City-Hub Area TAu | MBP | 9 | 0 | 304.9 | 330.2 | 304.9 | 4724.4 | 20.3 | 17.8 | 109.9 | 322.6 |
|  |  |  | DRP | 5 | 0 | 0.0 | 244.7 | 225.1 | 2476.4 | 15.3 | 12.9 | 66.0 | 356.2 |
| 8010 | CO | City of Greeley | MB | 8 | 0 | 368.1 | 390.2 | 390.1 | 16386.3 | 29.1 | 29.1 | 256.2 | 461.1 |
|  |  |  | DR | 2 | 0 | 0.0 | 70.1 | 70.1 | 981.0 | 7.3 | 7.3 | 33.6 | 63.1 |
| 8011 | CO | Fort Collins-Transport | MB | 9 | 0 | 391.7 | 412.0 | 391.7 | 22324.7 | 32.0 | 31.2 | 41.0 | 115.6 |
| 8007 | CO | Pueblo Transportation Co | MB | 10 | 0 | 530.4 | 530.4 | 526.4 | 31089.6 | 34.9 | 34.6 | 1126.2 | 2824.5 |
|  |  |  | DR | 3 | 0 | 0.0 | 78.3 | 73.6 | 1030.4 | 5.5 | 5.2 | 15.7 | 39.2 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

**TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 1051 | CT | Danbury-Housatonic ART | MBP | 11 | 0 | 414.7 | 426.1 | 406.6 | 16262.2 | 32.3 | 31.2 | 463.8 | 1848.4 |
| | | | DRP | 10 | 0 | 231.2 | 243.4 | 231.2 | 3468.6 | 18.7 | 17.7 | 61.5 | 439.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 0 | 261.2 | 291.4 | 261.2 | 5225.0 | 23.6 | 18.5 | 176.6 | 1183.5 |
| 1049 | CT | Gr New Haven Transit | DRP | 6 | 0 | 0.0 | 265.6 | 263.7 | 2895.2 | 20.5 | 18.6 | 31.1 | 212.0 |
| 1060 | CT | Milford TD | MBP | 3 | 0 | 202.0 | 224.1 | 202.0 | 10505.6 | 12.1 | 11.2 | 0.0 | Q |
| | | | DRP | 1 | 0 | 0.0 | 33.1 | 26.5 | 318.0 | 2.1 | 1.8 | 0.0 | Q |
| 1047 P | CT | New Britain Trans | MB | 8 | 0 | 367.9 | 405.6 | 367.9 | 24278.1 | 24.8 | 23.7 | 617.2 | 1854.0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 0 | 92.6 | 105.6 | 92.6 | 6109.3 | 6.1 | 5.6 | 88.2 | 352.9 |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 5 | 0 | 157.6 | 175.0 | 157.6 | 10556.7 | 13.3 | 12.5 | 339.2 | 1021.8 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 0 | 730.4 | 846.0 | 730.1 | 48917.2 | 50.9 | 45.5 | 864.7 | 4738.6 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 0 | 801.0 | 847.1 | 789.8 | 49661.8 | 70.7 | 62.1 | 2130.0 | 5980.0 |
| 1041 | CT | Westport TD | MB | 10 | 0 | 344.6 | 355.1 | 299.0 | 11371.8 | 31.1 | 29.9 | 246.6 | 739.7 |
| | | | DR | 1 | 0 | 21.7 | 24.0 | 24.0 | 194.4 | 1.9 | 1.4 | 6.0 | 18.1 |
| 3047 | DE | Dover-Delaware TA | MBP | 3 | 0 | 65.8 | 67.6 | 65.8 | 2596.2 | 4.1 | 4.0 | 54.1 | 375.6 |
| 4038 | FL | Escambia County TSys | MB | 17 | 0 | 847.8 | 858.8 | 838.7 | 54476.6 | 59.6 | 57.6 | 1242.9 | 5757.9 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 0 | 944.1 | 1027.0 | 944.1 | 41540.7 | 53.3 | 50.0 | 810.5 | 5053.6 |
| 4031 | FL | Lakeland Area MTD | MB | 8 | 0 | 424.2 | 428.0 | 424.2 | 12725.8 | 23.4 | 23.2 | 259.9 | 1299.7 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 0 | 798.8 | 890.8 | 797.8 | 33406.2 | 62.4 | 58.3 | 814.8 | 6964.3 |
| 4050 | FL | Smyrna TS | MB | 4 | 0 | 100.2 | 83.6 | 80.5 | 2637.9 | 11.1 | 10.7 | 28.0 | 154.1 |
| 4021 | GA | Albany TS | MB | 10 | 0 | 439.6 | 457.3 | 439.0 | 22389.4 | 33.5 | 32.0 | 439.2 | 2053.1 |
| | | | DRP | 1 | 0 | 2.6 | 15.6 | 9.8 | 117.2 | 2.3 | 2.1 | 53.0 | 66.2 |
| 4047 | GA | Athens TS | MB | 10 | 0 | 304.0 | 324.9 | 298.9 | 19130.0 | 25.3 | 23.6 | 662.9 | 1724.8 |
| 4058 | GA | Rome TD | MB | 20 | 0 | 667.0 | 675.1 | 667.0 | 36687.4 | 46.0 | 44.8 | 932.8 | 2371.9 |
| 7007 | IA | Bettendorf TS | MB | 3 | 0 | 193.3 | 195.7 | 193.3 | 3865.4 | 11.0 | 10.9 | 181.0 | 716.1 |
| | | | DR | 1 | 0 | 0.0 | 29.2 | 28.6 | 379.4 | 1.8 | 1.8 | 8.3 | 31.4 |
| | | | DRP | 1 | 0 | 0.0 | 18.1 | 18.1 | 217.1 | 1.4 | 1.4 | 4.4 | 17.7 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| | | UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | | | | | |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 0 | 461.1 | 490.2 | 461.1 | 22045.8 | 42.2 | 39.1 | 966.4 | 2416.1 |
| | | | DRP | 2 | 0 | 35.3 | 40.3 | 35.3 | 352.8 | 4.0 | 3.5 | 21.0 | 83.4 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 0 | 226.3 | 222.5 | 215.6 | 15304.6 | 19.7 | 19.0 | 309.6 | 1043.0 |
| | | | DRP | 1 | 0 | 0.0 | 6.8 | 6.5 | 100.0 | 1.9 | 1.6 | 3.0 | 10.3 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 0 | 939.0 | 980.6 | 937.9 | 45956.3 | 76.8 | 75.4 | 1230.0 | 4704.0 |
| | | | DRP | 3 | 0 | 0.0 | 66.0 | 64.9 | 843.6 | 8.5 | 8.3 | 25.9 | 140.0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 0 | 359.4 | 374.0 | 359.4 | 26592.0 | 24.2 | 23.9 | 3356.2 | 2383.0 |
| | | | DR | 2 | 0 | 0.0 | 31.6 | 28.4 | 205.6 | 4.8 | 3.2 | 8.4 | 28.4 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 0 | 206.9 | 208.1 | 206.9 | 9229.8 | 10.9 | 10.6 | 102.1 | 465.1 |
| | | | DR | 2 | 0 | 0.0 | 51.7 | 47.9 | 565.1 | 4.3 | 4.0 | 9.1 | 18.1 |
| 5063 | IL | Auarora Transit | MB | 18 | 0 | 781.7 | 801.2 | 781.6 | 63090.2 | 49.3 | 43.0 | 1357.2 | 4326.0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 0 | 23.7 | 25.2 | 23.7 | 593.8 | 2.2 | 1.9 | 12.0 | 23.9 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 0 | 674.8 | 720.0 | 662.3 | 38560.1 | 49.6 | 48.4 | 873.1 | 2970.0 |
| | | | DR | 2 | 0 | 63.3 | 63.3 | 62.2 | 2530.3 | 5.7 | 5.6 | 33.3 | 63.7 |
| 5068 | IL | Elgin-DOT | MB | 18 | 0 | 905.3 | 932.3 | 905.3 | 59214.1 | 61.2 | 59.6 | 2055.2 | 5716.5 |
| 5073 | IL | Glen Ellyn Transit | MBP | 6 | 0 | 48.6 | 87.9 | 48.5 | 3149.3 | 3.3 | 1.5 | 92.8 | 294.3 |
| 5074 | IL | Highland Park Transit | MB | 4 | 0 | 210.0 | 235.8 | 210.0 | 10271.3 | 14.7 | 14.5 | 250.6 | 770.3 |
| 5055 | IL | Loves Park TS | MB | 4 | 0 | 144.9 | 145.4 | 144.9 | 8113.8 | 10.4 | 9.2 | 205.4 | 999.4 |
| | | | DRP | 1 | 0 | 12.2 | 12.2 | 12.2 | 110.2 | 0.8 | 0.8 | 2.3 | 12.9 |
| 5077 | IL | Naperville-GNATS | MBP | 14 | 0 | 187.2 | 237.1 | 187.2 | 11229.5 | 21.3 | 17.3 | 327.0 | 1316.4 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 0 | 90.4 | 92.1 | 90.4 | 3253.1 | 6.3 | 6.0 | 56.8 | 151.8 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 0 | 936.1 | 1085.6 | 936.0 | 56162.3 | 60.8 | 52.0 | 1224.0 | 6328.3 |
| 5078 | IL | Village of Niles | MB | 7 | 0 | 312.2 | 338.6 | 312.2 | 7806.1 | 22.4 | 22.1 | 379.8 | 1139.4 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 0 | 393.1 | 425.6 | 393.0 | 24340.8 | 33.0 | 30.6 | 1227.9 | 3683.8 |
| 5110 | IN | Bloomington Public TrCorp | MB | 6 | 0 | 406.9 | 432.9 | 406.2 | 7815.3 | 26.2 | 24.6 | 313.5 | 1262.8 |
| 5041 | IN | City of Anderson TS | MB | 8 | 0 | 274.8 | 283.3 | 274.8 | 12090.1 | 28.2 | 27.4 | 336.8 | 1410.4 |
| | | | DR | 2 | 0 | 0.0 | 38.5 | 37.0 | 407.0 | 6.8 | 6.7 | 18.1 | 72.5 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 0 | 166.2 | 183.7 | 148.7 | 5484.7 | 14.4 | 13.8 | 204.7 | 616.1 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 0 | 0.0 | 476.8 | 453.0 | 6795.1 | 46.3 | 44.1 | 96.5 | 1282.8 |
| 5115 | IN | Goshen Transit | DRP | 1 | 0 | 21.8 | 21.8 | 21.8 | 370.0 | 1.9 | 1.9 | 8.8 | 44.9 |
| 5051 | IN | Greater Lafayette PTC | MB | 19 | 0 | 857.7 | 869.8 | 858.6 | 47220.4 | 61.1 | 60.2 | 1147.4 | 4887.4 |
| 5102 | IN | Hammond Transit System | MBP | 8 | 0 | 301.0 | 320.6 | 295.1 | 12275.9 | 27.9 | 25.1 | 324.7 | 1948.1 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 0 | 685.5 | 694.1 | 685.5 | 34276.6 | 55.9 | 54.0 | 1540.8 | 4622.4 |
| 5054 | IN | Muncie Indiana PTC | MB | 15 | 0 | 780.6 | 780.6 | 754.9 | 44101.3 | 53.1 | 45.5 | 1814.0 | 4172.2 |
| | | | DR | 3 | 0 | 63.3 | 63.3 | 60.7 | 632.5 | 6.1 | 5.8 | 14.1 | 84.4 |
| 5105 | IN | Portage Township | DR | 4 | 0 | 0.0 | 85.3 | 78.1 | 1310.2 | 8.8 | 8.5 | 16.6 | 123.7 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 0 | 535.3 | 551.4 | 530.7 | 21410.4 | 47.9 | 42.7 | 552.2 | 833.5 |
| 7014 | KS | Topeka MTA | MB | 22 | 0 | 772.6 | 790.4 | 771.8 | 46307.6 | 53.3 | 51.2 | 1272.6 | 3925.2 |
| | | | DR | 2 | 0 | 0.0 | 68.1 | 68.1 | 1259.7 | 5.1 | 5.0 | 18.4 | 134.6 |
| 4016 | KY | Ashland Bus System | MB | 4 | 0 | 149.8 | 155.9 | 149.8 | 4194.7 | 13.8 | 12.9 | 114.2 | 217.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 0 | 88.4 | 87.8 | 87.2 | 1761.8 | 7.1 | 6.8 | 41.5 | 82.9 |
| 4020 | KY | Owensboro TS | MB | 5 | 0 | 237.2 | 235.5 | 234.2 | 10775.0 | 19.8 | 18.3 | 289.4 | 302.4 |
| | | | DRP | 2 | 0 | 47.6 | 51.2 | 47.6 | 523.8 | 6.1 | 5.9 | 9.5 | 14.2 |
| 6025 | LA | Alexandria TS | MB | 11 | 0 | 558.4 | 568.3 | 556.3 | 25128.0 | 39.1 | 38.8 | 974.1 | 3543.0 |
| | | | DR | 2 | 0 | 0.0 | 39.8 | 39.8 | 398.6 | 3.4 | 3.4 | 5.8 | 25.8 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 2 | 0 | 86.7 | 84.2 | 81.2 | 3034.1 | 4.6 | 4.5 | 79.0 | 464.0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 0 | 913.3 | 974.2 | 913.3 | 65758.9 | 66.9 | 65.8 | 2298.5 | 10809.0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 0 | 580.3 | 594.2 | 578.9 | 26033.0 | 50.4 | 46.3 | 1879.9 | 5780.0 |
| 6023 | LA | Lake Charles TS | MB | 9 | 0 | 333.5 | 347.0 | 332.5 | 17342.0 | 27.0 | 25.5 | 362.5 | 1704.0 |
| 6026 | LA | Monroe TS | MB | 13 | 0 | 531.7 | 579.7 | 531.0 | 23659.4 | 41.3 | 39.7 | 1211.8 | 3368.4 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 5 | 0 | 58.3 | 58.3 | 58.3 | 45940.8 | 29.2 | 29.2 | 5940.5 | 2970.2 |
| 1053 | MA | Gloucester-Cape Ann TA | MBP | 3 | 0 | 192.0 | 194.3 | 192.0 | 8063.3 | 10.8 | 10.5 | 99.8 | 324.5 |
| | | | DRP | 2 | 0 | 0.0 | 37.6 | 36.6 | 430.9 | 4.6 | 4.3 | 16.0 | 61.7 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 12 | 0 | 544.9 | 619.1 | 542.7 | 28333.1 | 29.0 | 28.9 | 465.9 | 3424.7 |
| | | | DR | 6 | 0 | 0.0 | 89.7 | 86.9 | 1048.7 | 9.7 | 9.7 | 38.7 | 240.0 |
| 1007 | MA | Pittsfield-Berkshire RTA | MBP | 14 | 0 | 909.8 | 957.1 | 909.8 | 32749.2 | 83.7 | 53.7 | 1336.4 | 8201.3 |
| | | | DRP | 3 | 0 | 0.0 | 41.1 | 38.5 | 450.8 | 5.2 | 5.1 | 19.3 | 87.0 |
| 3041 | MD | Allegany County TAu | MB | 13 | 0 | 358.0 | 378.1 | 354.8 | 17028.9 | 22.0 | 20.6 | 292.2 | 3326.2 |
| 3040 | MD | City of Annapolis | MB | 9 | 0 | 292.0 | 377.2 | 303.1 | 10607.3 | 33.9 | 26.8 | 537.9 | 1360.9 |
| | | | DR | 3 | 0 | 31.4 | 38.7 | 31.4 | 47.1 | 3.9 | 3.2 | 10.1 | 30.4 |
| 3043 | MD | Columbia TS | MB | 6 | 0 | 183.4 | 198.5 | 183.4 | 5501.5 | 12.0 | 11.4 | 189.2 | 2748.3 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 10 | 0 | 445.9 | 445.9 | 445.9 | 20958.2 | 30.8 | 30.8 | 321.3 | 1368.3 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 0 | 81.8 | 81.8 | 81.8 | 17832.4 | 13.7 | 13.7 | 560.7 | 2242.8 |
| 1015 | ME | Lewiston Auburn Transit | MBP | 5 | 0 | 134.4 | 139.4 | 134.4 | 7661.7 | 10.2 | 9.9 | 195.3 | 598.0 |
| | | | DRP | 2 | 0 | 0.0 | 42.0 | 39.5 | 553.3 | 4.0 | 3.7 | 23.7 | 77.8 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 0 | 500.5 | 511.0 | 500.5 | 22023.6 | 40.2 | 36.5 | 1080.2 | 3287.2 |
| | | | DR | 2 | 0 | 48.0 | 69.6 | 48.0 | 672.3 | 4.8 | 3.7 | 12.5 | 68.8 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 0 | 437.1 | 487.9 | 437.1 | 16172.0 | 39.8 | 39.1 | 561.6 | 1403.8 |
| | | | DR | 1 | 0 | 0.0 | 31.6 | 27.0 | 284.3 | 2.7 | 2.2 | 4.4 | 27.2 |
| 5038 | MI | Niles Dial-A-Ride | DR | 5 | 0 | 0.0 | 201.9 | 197.8 | 2207.0 | 20.6 | 17.0 | 105.9 | 201.2 |
| 5026 | MN | City of Moorhead Transit | MBP | 7 | 0 | 309.3 | 325.3 | 309.3 | 12991.5 | 21.8 | 20.7 | 199.5 | 573.0 |
| | | | DRP | 1 | 0 | 25.1 | 27.7 | 25.1 | 577.0 | 2.7 | 2.6 | 12.0 | 25.1 |
| 5092 | MN | City of Rochester | MBP | 17 | 0 | 387.4 | 414.5 | 387.4 | 27504.8 | 30.3 | 27.9 | 1144.4 | 3520.1 |
| | | | DRP | 2 | 0 | 86.9 | 87.4 | 86.9 | 1737.6 | 6.5 | 6.3 | 35.5 | 227.4 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 14 | 0 | 622.6 | 661.1 | 622.6 | 36733.8 | 46.9 | 44.9 | 1088.0 | 3430.1 |
| | | | DR | 2 | 0 | 45.4 | 64.9 | 45.4 | 408.6 | 6.2 | 4.3 | 17.3 | 45.4 |
| | | | DRP | 2 | 0 | 28.0 | 28.0 | 28.0 | 139.8 | 2.6 | 2.6 | 12.9 | 28.0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 4 | 0 | 245.0 | 248.0 | 245.0 | 11270.0 | 13.7 | 13.0 | 264.6 | 818.9 |
| 8012 | MT | Great Falls TD | MB | 13 | 0 | 445.6 | 476.6 | 445.6 | 17853.4 | 32.1 | 28.1 | 630.3 | 1991.0 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 8009 | MT | Missoula Urban TD | MB | 16 | 0 | 580.7 | 610.4 | 580.7 | 13936.1 | 43.6 | 40.3 | 637.0 | 1533.0 |
| | | | DRP | 2 | 0 | 0.0 | 75.4 | 75.4 | 753.5 | 6.4 | 6.4 | 20.0 | 75.4 |
| 4005 | NC | Asheville TA | MB | 17 | 0 | 663.2 | 666.4 | 662.3 | 29140.4 | 53.4 | 52.8 | 1551.6 | 4450.6 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 0 | 551.2 | 573.8 | 551.2 | 26457.0 | 47.0 | 45.3 | 845.3 | 3598.9 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 0 | 265.5 | 269.3 | 265.5 | 2006.2 | 18.7 | 18.1 | 406.8 | 1113.0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 10 | 0 | 0.0 | 295.4 | 294.0 | 4007.5 | 23.0 | 21.5 | 67.0 | 294.0 |
| 4011 | NC | High Point City TS | MB | 10 | 0 | 312.7 | 315.4 | 312.7 | 16888.1 | 26.2 | 21.5 | 853.2 | 1719.0 |
| | | | DR | 2 | 0 | 0.0 | 40.2 | 28.4 | 425.7 | 5.8 | 4.8 | 17.4 | 125.3 |
| 4006 | NC | Wilmington TA | MB | 9 | 0 | 407.6 | 412.3 | 407.6 | 22420.5 | 33.3 | 32.8 | 1164.3 | 2926.1 |
| | | | DR | 2 | 0 | 0.0 | 21.9 | 9.0 | 150.3 | 2.2 | 0.8 | 2.9 | 8.8 |
| 8003 | ND | Fargo Metro Area Transit | MBP | 11 | 0 | 420.9 | 433.5 | 420.9 | 23571.0 | 27.4 | 27.4 | 356.2 | 1096.0 |
| | | | DRP | 3 | 0 | 0.0 | 142.0 | 116.6 | 582.2 | 9.2 | 7.4 | 40.9 | 116.5 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 0 | 255.0 | 264.2 | 255.0 | 13512.6 | 21.6 | 20.7 | 0.0 | 0.0 |
| | | | DRP | 3 | 0 | 0.0 | 59.0 | 44.7 | 178.7 | 7.0 | 5.2 | 16.5 | 53.5 |
| 1086 | NH | Durham-COAST | MBP | 13 | 0 | 414.8 | 434.1 | 413.4 | 17339.4 | 19.2 | 18.4 | 333.8 | 3387.3 |
| | | | DRP | 1 | 0 | 0.0 | 7.2 | 5.8 | 46.2 | 0.4 | 0.3 | 0.8 | 7.3 |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 10 | 0 | 395.8 | 460.7 | 396.1 | 27851.2 | 23.8 | 21.6 | 528.0 | Q |
| 2005 | NY | Chemung County TS | MB | 21 | 0 | 912.0 | 1026.4 | 908.2 | 43110.1 | 80.0 | 76.2 | 0.0 | 0.0 |
| | | | DR | 3 | 0 | 44.7 | 52.3 | 44.7 | 335.4 | 4.8 | 4.1 | 0.0 | 0.0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 0 | 254.7 | 251.2 | 247.9 | 9124.0 | 26.1 | 23.3 | 583.6 | 1458.9 |
| 2010 | NY | Dutchess County Loop | MBP | 11 | 0 | 474.1 | 568.0 | 474.1 | 34612.9 | 33.5 | 29.8 | 668.3 | 8733.6 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 0 | 240.9 | 316.0 | 240.9 | 16624.2 | 20.4 | 17.4 | 581.0 | Q |
| 2071 | NY | Huntington Area Rapid | MB | 10 | 0 | 407.8 | 429.9 | 410.0 | 24597.5 | 29.5 | 27.8 | 709.3 | 3231.4 |
| | | | DR | 1 | 0 | 0.0 | 9.1 | 7.5 | 82.7 | 0.9 | 0.8 | 1.0 | 5.4 |
| 2006 | NY | Long Beach TA | MB | 8 | 0 | 182.1 | 182.1 | 182.1 | 8125.2 | 25.5 | 25.5 | 831.3 | 0.0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 0 | 356.0 | 371.5 | 349.2 | 1571.2 | 19.4 | 18.4 | 208.0 | 1352.4 |

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| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2083 P | NY | New York - Easyride | DR | 12 | 0 | 0.0 | 142.9 | 139.9 | 1558.9 | 22.7 | 21.2 | 69.1 | 167.1 |
| 2118 | NY | Onondaga County | MBP | 19 | 0 | 940.3 | 962.3 | 940.3 | 48976.8 | 95.1 | 92.9 | 745.6 | 9669.2 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 0 | 151.1 | 155.9 | 151.4 | 4485.2 | 9.2 | 8.2 | 20.5 | 148.2 |
| 2084 | NY | Pomona-Transp of Rockland | MBP | 17 | 0 | 523.8 | 623.6 | 522.5 | 32810.6 | 38.4 | 32.6 | 845.5 | 6180.6 |
| 2011 | NY | Poughkeepsie-DAR Sen Cit | DRP | 5 | 0 | 116.1 | 136.6 | 116.1 | 2049.6 | 9.3 | 9.1 | 24.4 | 116.1 |
| 2096 | NY | Putnam Area Rapid Transit | MBP | 17 | 0 | 889.5 | 890.0 | 889.5 | 45295.4 | 23.4 | 23.4 | 681.5 | 32106.2 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 0 | 188.2 | 193.0 | 188.2 | 9696.6 | 15.0 | 14.1 | 288.3 | 772.4 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 0 | 83.3 | 82.3 | 82.1 | 4924.6 | 18.6 | 17.9 | 0.0 | 0.0 |
| | | | TR | 2 | 0 | 47.0 | 48.5 | 47.0 | 4700.0 | 14.4 | 14.1 | 0.0 | 0.0 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 0 | 169.8 | 171.1 | 168.5 | 758250.0 | 17.4 | 16.9 | 21000.0 | 105000.0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 0 | 85.4 | 85.5 | 85.4 | 3247.9 | 6.8 | 6.7 | 76.1 | 304.4 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 0 | 1546.1 | 1740.5 | 1543.1 | 23145.8 | 59.7 | 54.0 | 215.0 | 3678.9 |
| 5116 | OH | City of Steubenville | MBP | 3 | 0 | 178.7 | 194.9 | 175.0 | 7516.1 | 8.8 | 8.1 | 112.2 | 343.9 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 0 | 390.6 | 450.9 | 430.5 | 21524.1 | 29.7 | 27.2 | 372.6 | 847.3 |
| | | | DR | 1 | 0 | 21.8 | 22.1 | 21.8 | 220.1 | 2.0 | 2.0 | 4.5 | 22.1 |
| 5097 | OH | Kent-Campus Bus Service | MB | 18 | 0 | 474.4 | 565.9 | 565.7 | 42164.4 | 50.0 | 47.1 | 2182.5 | 3295.3 |
| | | | DR | 3 | 0 | 0.0 | 30.1 | 28.8 | 86.3 | 8.0 | 5.7 | 16.1 | 12.9 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 0 | 342.7 | 363.9 | 317.9 | 12426.6 | 27.0 | 26.1 | 329.0 | 1049.4 |
| | | | DR | 6 | 0 | 0.0 | 30.4 | 29.8 | 594.8 | 1.8 | 1.7 | 14.8 | 47.2 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 0 | 220.6 | 221.3 | 219.1 | 2212.6 | 22.3 | 21.3 | 28.7 | 220.6 |
| 5019 | OH | Middletown TS | MB | 4 | 0 | 213.8 | 223.0 | 210.7 | 7975.2 | 14.0 | 13.7 | 368.5 | 1474.0 |
| 5013 | OH | Norwood Transit System | MB | 2 | 0 | 38.8 | 39.9 | 38.8 | 1747.8 | 4.2 | 4.2 | 81.2 | 203.0 |
| | | | DR | 2 | 0 | 21.4 | 21.8 | 21.4 | 214.2 | 4.1 | 4.0 | 6.6 | 26.3 |
| 5117 | OH | Painesville-Laketran | DRP | 22 | 0 | 308.1 | 308.1 | 308.1 | 72.6 | 47.7 | 47.7 | 96.1 | 918.7 |
| 5090 | OH | Richland Cnty Transit Brd | MBP | 13 | 0 | 257.5 | 271.2 | 257.5 | 9400.0 | 20.8 | 19.7 | 546.1 | 1363.7 |
| | | | DRP | 3 | 0 | 0.0 | 49.5 | 28.7 | 560.0 | 7.0 | 4.1 | 17.0 | 54.0 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5020 P | OH | Springfield Bus Company | MB | 8 | 0 | 199.1 | 199.4 | 199.1 | 9955.5 | 16.4 | 16.2 | 300.6 | 566.0 |
| 0034 | OR | Medford-Rogue Valley TD | MB | 6 | 0 | 551.5 | 564.7 | 551.5 | 39222.8 | 26.3 | 25.7 | 524.2 | 4068.1 |
| 3023 | PA | Beaver County-BCTA | MBP | 8 | 0 | 414.0 | 450.0 | 405.7 | 40320.4 | 25.1 | 22.6 | 305.1 | 5112.3 |
| | | | CRP | 3 | 1 | 47.4 | 51.2 | 47.4 | 9486.0 | 1.9 | 1.8 | 56.0 | 1333.3 |
| | | | DRP | 8 | 0 | 0.0 | 326.5 | 311.0 | 4664.6 | 18.9 | 17.9 | 51.7 | 506.7 |
| 3028 | PA | Gr Aliquippa TA | MBP | 7 | 0 | 110.7 | 120.6 | 108.6 | 5862.1 | 6.6 | 6.3 | 60.2 | 355.1 |
| | | | DRP | 3 | 0 | 54.6 | 59.5 | 53.5 | 1552.9 | 6.4 | 6.1 | 47.7 | 281.3 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 0 | 811.8 | 846.3 | 811.8 | 40857.7 | 61.7 | 59.7 | 1683.6 | 5256.3 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 0 | 16.2 | 17.5 | 16.2 | 827.4 | 2.2 | 1.9 | 52.1 | 156.3 |
| 3020 P | PA | Pottstown Urban Transit | MB | 4 | 0 | 187.3 | 191.3 | 187.3 | 9311.0 | 14.6 | 13.5 | 495.1 | 911.4 |
| 3055 | PA | Shenango Valley Shuttle | MBP | 3 | 0 | 121.4 | 125.6 | 121.4 | 5465.3 | 8.1 | 7.9 | 126.1 | 803.5 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 0 | 324.5 | 332.3 | 331.0 | 13903.2 | 23.9 | 23.0 | 177.4 | 1046.1 |
| | | | DR | 6 | 0 | 0.0 | 125.0 | 88.5 | 796.5 | 21.9 | 15.5 | 24.5 | 88.5 |
| 3044 | PA | Westmore County TA | MBP | 6 | 0 | 211.0 | 254.8 | 210.8 | 18473.0 | 14.5 | 12.1 | 153.5 | Q |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 0 | 38.7 | 39.9 | 38.7 | 2089.2 | 3.4 | 3.1 | 27.5 | 109.8 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 0 | 572.2 | 584.1 | 575.5 | 35681.3 | 41.5 | 39.1 | 1053.7 | 2792.3 |
| 3027 | PA | York Area TA | MB | 14 | 0 | 528.6 | 536.9 | 472.7 | 26994.3 | 44.8 | 38.9 | 637.9 | 823.6 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 0 | 365.7 | 388.6 | 365.7 | 18284.2 | 36.7 | 34.8 | 670.2 | 2027.5 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 0 | 94.0 | 97.8 | 94.0 | 4887.0 | 7.4 | 6.6 | 69.3 | 241.0 |
| 4057 | TN | Jackson TA | MB | 10 | 0 | 292.1 | 292.9 | 292.1 | 12433.9 | 27.5 | 27.5 | 468.5 | 1705.4 |
| 4054 | TN | Johnson City TS | MB | 5 | 0 | 243.8 | 250.2 | 243.8 | 9018.9 | 17.8 | 17.8 | 464.1 | 1142.4 |
| 6040 | TX | Abilene Transit System | MB | 12 | 0 | 450.3 | 450.3 | 450.3 | 18911.3 | 31.2 | 31.2 | 436.9 | 1773.3 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 0 | 799.8 | 751.0 | 733.8 | 28589.7 | 51.1 | 48.5 | 858.6 | 2307.9 |
| 6041 | TX | Arlington Handitran | DR | 4 | 0 | 138.4 | 146.9 | 138.4 | 1549.8 | 10.1 | 9.6 | 31.6 | 243.5 |
| | | | DRP | 1 | 0 | 0.0 | 6.4 | 6.1 | 24.4 | 0.4 | 0.4 | 1.0 | 6.1 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 0 | 596.8 | 605.9 | 596.5 | 34002.2 | 47.8 | 46.9 | 1559.0 | 5021.8 |
| | | | DR | 2 | 0 | 46.8 | 48.0 | 46.8 | 235.5 | 4.3 | 4.2 | 6.4 | 46.8 |

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| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 6014 | TX | City of Brownsville | MB | 15 | 0 | 799.6 | 801.8 | 799.6 | 36563.0 | 65.3 | 65.0 | 2194.4 | 5924.9 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 0 | 81.8 | 81.8 | 81.8 | 1226.8 | 4.6 | 4.6 | 45.7 | 1219.2 |
| 6015 | TX | Galveston Island Trans | MB | 9 | 0 | 433.4 | 427.6 | 424.3 | 25456.4 | 37.6 | 37.0 | 1385.5 | 3599.4 |
| 6009 | TX | Laredo Muni TS | MB | 18 | 0 | 886.9 | 910.3 | 886.9 | 48781.8 | 86.2 | 83.7 | 3364.1 | 8490.4 |
| 6013 | TX | Port Arthur Transit | MB | 4 | 0 | 198.4 | 204.7 | 198.4 | 8396.0 | 14.6 | 14.3 | 296.0 | 1628.1 |
| | | | DRP | 3 | 0 | 52.1 | 52.1 | 52.1 | 888.7 | 5.7 | 5.7 | 8.4 | 52.0 |
| 6037 | TX | San Angelo TD | MB | 6 | 0 | 295.0 | 302.3 | 295.0 | 7843.4 | 23.0 | 22.0 | 560.0 | 2357.8 |
| 6012 | TX | Waco Transit System | MB | 10 | 0 | 341.9 | 341.9 | 341.9 | 14018.3 | 28.7 | 28.7 | 923.1 | 2435.0 |
| | | | DR | 1 | 0 | 15.2 | 19.3 | 15.2 | 109.3 | 2.3 | 2.0 | 3.6 | 13.5 |
| 6035 | TX | Wichita Falls TS | MB | 5 | 0 | 276.7 | 278.6 | 275.9 | 12718.2 | 19.5 | 18.9 | 395.9 | 2410.5 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 0 | 89.6 | 94.2 | 89.6 | 2240.0 | 8.7 | 7.9 | 95.0 | 284.9 |
| 3036 | VA | Charlottesville Transit | MB | 8 | 0 | 364.4 | 377.5 | 364.4 | 19649.6 | 30.6 | 29.9 | 726.4 | 2179.1 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 0 | 39.5 | 39.5 | 39.5 | 553.0 | 2.9 | 2.9 | 28.6 | 0.0 |
| | | | DR | 13 | 0 | 0.0 | 248.8 | 248.8 | 3059.8 | 11.3 | 11.3 | 62.0 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 21 | 0 | 1002.8 | 1034.7 | 998.7 | 60165.1 | 84.8 | 75.9 | 1450.3 | 5946.2 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 0 | 273.2 | 280.0 | 273.2 | 15296.7 | 23.8 | 23.2 | 1024.5 | 3073.5 |
| | | | DRP | 2 | 0 | 0.0 | 24.9 | 24.4 | 292.2 | 4.2 | 4.1 | 13.8 | 20.7 |
| 1066 | VT | Chittenden County TA | MB | 20 | 0 | 669.9 | 775.1 | 679.7 | 32712.8 | 65.8 | 63.3 | 1711.6 | 6786.4 |
| 0016 | WA | City of Longview | MB | 4 | 0 | 179.3 | 180.5 | 178.4 | 7313.7 | 14.5 | 14.2 | 276.5 | 829.4 |
| | | | DRP | 2 | 0 | 2.7 | 3.2 | 2.7 | 32.9 | 2.2 | 2.0 | 1.3 | 2.7 |
| 0023 | WA | City of Seattle | SC | 2 | 2 | 51.1 | 51.1 | 51.1 | 5765.8 | 5.3 | 5.3 | 637.5 | 1593.4 |
| | | | AG | 2 | 2 | 33.2 | 33.2 | 33.2 | 10615.2 | 5.9 | 5.9 | 653.7 | 1369.0 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 11 | 0 | 273.0 | 324.0 | 269.7 | 2967.0 | 16.7 | 14.3 | 42.1 | 526.5 |
| 0028 | WA | Tacoma-Pierce Cnty Ferry | FBP | 1 | 0 | 23.7 | 23.5 | 23.5 | 3481.3 | 3.2 | 3.2 | 76.8 | 561.4 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 13 | 0 | 731.1 | 731.1 | 731.1 | 1027961.8 | 99.9 | 99.9 | 13945.7 | 102507.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 0 | 22.9 | 22.9 | 22.9 | 4576.2 | 7.7 | 7.7 | 442.3 | 760.9 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

TABLE 3.16 as of 06/02/86 — continued

## TRANSIT OPERATING STATISTICS: SERVICE SUPPLIED AND SERVICE CONSUMED DETAILS BY TRANSIT SYSTEM

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE* | TRANSIT SERVICE SUPPLIED | | | | | | | | TRANSIT SERVICE CONSUMED | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | VEHICLES OPERATED IN AVG. WEEKDAY MAX. SERVICE | TRAINS OPERATED IN AVG. WEEKDAY MAX. SERVICE | ANNUAL SCHED-ULED VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE MILES IN THOUS | ANNUAL ACTUAL VEHICLE REVENUE MILES IN THOUS | ANNUAL VEHICLE REVENUE CAPACITY MILES IN THOUS | ANNUAL VEHICLE HOURS IN THOUS | ANNUAL VEHICLE REVENUE HOURS IN THOUS | ANNUAL UNLINKED PASSEN-GER TRIPS IN THOUS | ANNUAL PASSEN-GER MILES IN THOUS |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5109 | WI | Beloit Transit System | MB | 8 | 0 | 248.3 | 252.3 | 248.3 | 16187.1 | 20.5 | 19.3 | 69.4 | 310.8 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 0 | 624.1 | 662.2 | 624.1 | 40567.7 | 43.6 | 43.6 | 834.0 | 2443.6 |
| 5002 | WI | Green Bay TS | MB | 22 | 0 | 1187.4 | 1204.8 | 1187.9 | 90362.4 | 88.1 | 84.5 | 1725.4 | 4140.9 |
| 5108 | WI | Janesville Transit System | MB | 15 | 0 | 430.2 | 473.7 | 447.6 | 25510.8 | 33.1 | 30.3 | 550.9 | 1455.8 |
| 5009 | WI | Oshkosh Transit System | MB | 19 | 0 | 576.8 | 589.6 | 576.8 | 40375.1 | 49.4 | 46.7 | 1422.7 | 3246.7 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 0 | 776.8 | 807.8 | 774.4 | 36657.6 | 62.3 | 57.6 | 1552.7 | 3493.5 |
| 5094 | WI | Waukesha County Highway | MBP | 15 | 0 | 373.2 | 494.2 | 373.2 | 22507.3 | 25.3 | 18.6 | 362.4 | 5964.5 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 0 | 370.8 | 391.7 | 368.9 | 22139.1 | 27.6 | 25.1 | 457.9 | 1190.4 |
| | | | DRP | 1 | 0 | 0.0 | 17.8 | 8.9 | 89.3 | 2.3 | 1.9 | 6.2 | 33.5 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 0 | 34.4 | 462.6 | 440.7 | 28643.1 | 39.8 | 36.0 | 898.2 | 2245.6 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 0 | 506.2 | 506.2 | 506.2 | 19742.7 | 35.8 | 35.8 | 743.5 | 3717.6 |
| | | | DRP | 1 | 0 | 20.9 | 20.9 | 20.9 | 171.2 | 2.7 | 2.7 | 2.7 | 12.8 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 4 | 0 | 223.3 | 225.3 | 223.3 | 5581.4 | 13.8 | 13.4 | 192.7 | 628.3 |
| | | | DR | 1 | 0 | 20.7 | 20.7 | 20.7 | 311.0 | 2.9 | 2.9 | 10.5 | 50.4 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 13 | 0 | 758.0 | 772.9 | 760.0 | 40367.4 | 58.0 | 55.7 | 826.6 | 4486.3 |

*"P" following mode code indicates purchased transportation.
Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

## TABLE 3.17 as of 06/02/86

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| | | | | 1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | AB | 40 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | BA | 2650 | 67.4 | 14.7 | 11.8 | 4.3 | 1.7 | 0.0 | 5.9 |
| | | | BB | 50 | 64.0 | 0.0 | 0.0 | 36.0 | 0.0 | 0.0 | 7.1 |
| | | | DB | 22 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 3030 | DC | Washington, D.C.-WMATA | AB | 76 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | | BA | 1556 | 12.2 | 53.8 | 8.5 | 22.5 | 3.0 | 0.0 | 10.6 |
| | | | BB | 16 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | RR | 363 | 19.3 | 80.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 5066 | IL | Chicago-CTA | AB | 145 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| | | | BA | 2121 | 8.8 | 39.7 | 47.3 | 4.2 | 0.0 | 0.0 | 9.7 |
| | | | BC | 42 | 95.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 3.2 |
| | | | RR | 1202 | 27.8 | 15.1 | 12.0 | 14.6 | 6.3 | 24.1 | 14.8 |
| 1003 | MA | Boston-MBTA | BA | 790 | 34.7 | 22.3 | 33.2 | 9.9 | 0.0 | 0.0 | 8.8 |
| | | | RR | 284 | 33.1 | 22.5 | 0.0 | 19.7 | 24.6 | 0.0 | 10.7 |
| | | | SC | 146 | 0.0 | 69.2 | 0.0 | 0.0 | 0.0 | 30.8 | 15.9 |
| | | | TB | 32 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 2080 | NJ | Newark-NJT Corp | BA | 1746 | 49.1 | 23.9 | 11.1 | 12.6 | 3.3 | 0.0 | 7.3 |
| | | | BB | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | RL | 83 | 20.5 | 12.0 | 39.8 | 15.7 | 0.0 | 12.0 | 13.6 |
| | | | RP | 322 | 38.2 | 2.5 | 45.7 | 2.8 | 0.0 | 10.9 | 10.4 |
| | | | RS | 300 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 |
| | | | SC | 24 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 37.5 |
| 2008 | NY | New York CTA | BA | 4826 | 53.9 | 16.8 | 26.8 | 2.5 | 0.0 | 0.0 | 6.7 |
| | | | BB | 10 | 70.0 | 0.0 | 0.0 | 30.0 | 0.0 | 0.0 | 6.9 |
| | | | RR | 5701 | 4.1 | 0.0 | 18.1 | 17.4 | 35.3 | 25.1 | 21.0 |
| 2100 | NY | New York-LIRR | RL | 81 | 2.5 | 69.1 | 0.0 | 0.0 | 1.2 | 27.2 | 14.1 |
| | | | RP | 251 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 | 88.0 | 28.1 |
| | | | RS | 761 | 0.0 | 0.0 | 97.9 | 2.1 | 0.0 | 0.0 | 13.8 |

### TABLE 3.17 as of 06/02/86 — continued

### AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 3019 | PA | Philadelphia-SEPTA | BA | 1471 | 40.5 | 27.1 | 25.7 | 6.5 | 0.2 | 0.0 | 8.4 |
| | | | BB | 5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | RR | 383 | 12.8 | 0.0 | 0.0 | 0.0 | 83.0 | 4.2 | 22.5 |
| | | | RS | 340 | 0.0 | 67.9 | 0.0 | 10.9 | 10.9 | 10.3 | 15.2 |
| | | | SC | 230 | 60.9 | 0.0 | 0.0 | 0.0 | 0.0 | 39.1 | 15.5 |
| | | | TB | 110 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 3022 | PA | Pittsburgh-PAT | AB | 49 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| | | | BA | 1154 | 49.6 | 18.3 | 13.6 | 15.9 | 2.6 | 0.0 | 7.3 |
| | | | BB | 23 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 |
| | | | IP | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 114.0 |
| | | | SC | 60 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 91.7 | 34.9 |
| 0001 | WA | Seattle Metro | AB | 353 | 57.2 | 42.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| | | | BA | 657 | 39.4 | 34.1 | 0.0 | 10.7 | 13.1 | 2.7 | 9.7 |
| | | | TB | 109 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | VN | 129 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | AB | 30 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | BA | 736 | 44.6 | 20.8 | 25.7 | 9.0 | 0.0 | 0.0 | 7.8 |
| | | | BB | 51 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BC | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 23.0 |
| 9015 | CA | San Francisco-MUNI | AB | 26 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BA | 495 | 0.6 | 20.2 | 79.2 | 0.0 | 0.0 | 0.0 | 13.7 |
| | | | CC | 44 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 86.5 |
| | | | SC | 133 | 0.0 | 97.7 | 0.0 | 0.0 | 0.0 | 2.3 | 6.9 |
| | | | TB | 345 | 0.0 | 99.4 | 0.6 | 0.0 | 0.0 | 0.0 | 8.0 |
| 8006 | CO | Denver-RTD | AB | 89 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BA | 573 | 22.2 | 70.2 | 5.8 | 1.7 | 0.2 | 0.0 | 7.2 |
| | | | BB | 37 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | BC | 37 | 51.4 | 48.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| | | | DB | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | VN | 8 | 37.5 | 62.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4034 | FL | Miami-Dade Cnty TA | BA | 542 | 47.8 | 34.9 | 17.3 | 0.0 | 0.0 | 0.0 | 6.9 |
| | | | BC | 16 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | RR | 40 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4022 | GA | Atlanta-MARTA | AB | 56 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| | | | BA | 693 | 7.2 | 78.8 | 13.0 | 1.0 | 0.0 | 0.0 | 8.9 |
| | | | BC | 18 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 21.0 |
| | | | RR | 120 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| | | | VN | 22 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 3034 | MD | Baltimore-MTA | BA | 925 | 21.8 | 38.4 | 34.2 | 3.4 | 2.3 | 0.0 | 9.3 |
| | | | BC | 15 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | RR | 58 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| 5119 | MI | City of Detroit DeptOTr | BA | 736 | 26.6 | 41.3 | 14.1 | 17.9 | 0.0 | 0.0 | 9.3 |
| 5027 | MN | Minneapolis MTC | AB | 82 | 75.6 | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| | | | BA | 938 | 0.0 | 66.5 | 31.3 | 1.4 | 0.7 | 0.0 | 10.2 |
| | | | BC | 38 | 86.8 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| | | | VN | 60 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 7006 | MO | St Louis-Bi-State | BA | 769 | 22.2 | 66.2 | 11.6 | 0.0 | 0.0 | 0.0 | 7.4 |
| | | | BB | 70 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 2078 | NY | New York-MTNR | RL | 46 | 0.0 | 15.2 | 0.0 | 0.0 | 0.0 | 84.8 | 24.3 |
| | | | RP | 63 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 37.6 |
| | | | RS | 673 | 22.6 | 0.0 | 44.6 | 0.0 | 12.9 | 19.9 | 14.5 |
| 5015 | OH | Cleveland RTA | BA | 731 | 42.5 | 28.3 | 16.1 | 5.3 | 7.7 | 0.0 | 8.4 |
| | | | BB | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 15.0 |
| | | | BC | 59 | 69.5 | 30.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 |
| | | | RR | 87 | 13.8 | 0.0 | 10.3 | 18.4 | 0.0 | 57.5 | 21.8 |
| | | | SC | 67 | 71.6 | 0.0 | 0.0 | 0.0 | 0.0 | 28.4 | 12.6 |
| 0008 | OR | Portland-Tri-County MTD | AB | 87 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BA | 558 | 15.4 | 31.9 | 42.1 | 4.7 | 5.9 | 0.0 | 10.1 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6004 | TX | Dallas TS | BA | 570 | 45.3 | 17.5 | 8.8 | 28.4 | 0.0 | 0.0 | 8.6 |
| 6008 | TX | Houston-MTA | BA | 762 | 60.2 | 31.0 | 1.8 | 7.0 | 0.0 | 0.0 | 4.8 |
| 5008 | WI | Milwaukee County TS | BA | 585 | 33.2 | 17.1 | 0.0 | 28.5 | 21.2 | 0.0 | 12.1 |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9036 | CA | Orange County TD | BA | 442 | 63.3 | 36.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 |
| 9016 | CA | San Fran-Golden Gate TD | BA | 264 | 25.4 | 23.5 | 51.1 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BB | 6 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| | | | BC | 5 | 0.0 | 0.0 | 0.0 | 40.0 | 60.0 | 0.0 | 21.4 |
| | | | FB | 4 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 9.8 |
| | | | VN | 26 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 9003 | CA | San Francisco-BART | RR | 438 | 0.0 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 10.7 |
| 9009 | CA | San Mateo County District | AB | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BA | 300 | 61.7 | 27.0 | 0.0 | 11.3 | 0.0 | 0.0 | 5.7 |
| | | | BB | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 9013 | CA | Santa Clara County TD | AB | 30 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BA | 413 | 73.4 | 16.0 | 0.5 | 2.4 | 7.7 | 0.0 | 4.8 |
| | | | BB | 87 | 57.5 | 42.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| | | | BC | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| 9002 | HI | Honolulu DOT Service | BA | 428 | 40.4 | 21.7 | 28.5 | 5.4 | 4.0 | 0.0 | 7.9 |
| | | | BB | 17 | 58.8 | 0.0 | 0.0 | 41.2 | 0.0 | 0.0 | 8.9 |
| 5121 P | IL | Chicago & NW TrCo | RL | 56 | 80.4 | 0.0 | 0.0 | 0.0 | 0.0 | 19.6 | 8.6 |
| | | | RP | 290 | 7.2 | 1.0 | 7.9 | 12.4 | 54.8 | 16.6 | 21.1 |
| 5118 | IL | Chicago-Commuter Rail Bd | RL | 33 | 3.0 | 97.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 |
| | | | RP | 209 | 16.3 | 44.5 | 0.0 | 20.1 | 19.1 | 0.0 | 12.5 |
| 6032 | LA | New Orleans Public Svc | BA | 459 | 52.5 | 22.9 | 0.0 | 24.6 | 0.0 | 0.0 | 9.2 |
| | | | BB | 16 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BC | 8 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| | | | SC | 35 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 61.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5031 | MI | Detroit - SEMTA | BA | 226 | 48.7 | 49.1 | 2.2 | 0.0 | 0.0 | 0.0 | 5.7 |
| | | | BC | 152 | 66.4 | 32.2 | 1.3 | 0.0 | 0.0 | 0.0 | 5.5 |
| 2002 | NY | Albany-Capital Dist TA | BA | 217 | 2.3 | 28.1 | 60.4 | 4.6 | 4.6 | 0.0 | 12.5 |
| | | | BB | 31 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BC | 10 | 40.0 | 20.0 | 0.0 | 40.0 | 0.0 | 0.0 | 10.2 |
| 2004 | NY | Buffalo-Niagara Frontier | BA | 475 | 25.9 | 35.4 | 5.5 | 31.6 | 1.7 | 0.0 | 9.7 |
| | | | BB | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BC | 11 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 2007 | NY | East Meadow-MSBA | AB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | BA | 320 | 49.7 | 32.2 | 18.1 | 0.0 | 0.0 | 0.0 | 6.2 |
| 2098 | NY | New York-PATH | RR | 288 | 0.0 | 0.0 | 16.0 | 69.8 | 0.0 | 14.2 | 18.6 |
| 5012 | OH | Cincinnati-SORTA | BA | 377 | 23.1 | 76.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 |
| 5016 | OH | Columbus-Central Ohio TA | BA | 317 | 73.8 | 9.8 | 9.5 | 6.6 | 0.3 | 0.0 | 4.3 |
| 2001 | PR | San Juan-Metro Bus Auth | AB | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BA | 355 | 35.5 | 26.5 | 38.0 | 0.0 | 0.0 | 0.0 | 7.3 |
| 6011 | TX | San Antonio-VIA Metro Tr | BA | 427 | 48.9 | 29.3 | 5.9 | 15.9 | 0.0 | 0.0 | 6.7 |
| | | | BC | 30 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | VN | 20 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 8001 | UT | Salt Lake City-Utah TA | BA | 374 | 48.1 | 51.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| | | | BB | 15 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BC | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 3005 | VA | Norfolk-Tidewater TDC | BA | 149 | 61.7 | 38.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| | | | BB | 35 | 74.3 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| | | | VN | 119 | 89.1 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | BA | 133 | 51.1 | 24.1 | 5.3 | 6.8 | 3.0 | 9.8 | 9.4 |
| | | | BC | 12 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9033 | AZ | City of Tuscon MTS | BA | 117 | 16.2 | 65.0 | 17.1 | 1.7 | 0.0 | 0.0 | 8.1 |
| | | | BB | 21 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | VN | 25 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 |
| 9124 P | AZ | Phoenix Transit System | AB | 35 | 42.9 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 |
| | | | BA | 282 | 50.4 | 23.8 | 16.3 | 3.2 | 6.4 | 0.0 | 7.3 |
| 9023 | CA | Long Beach PTC | BA | 167 | 58.7 | 18.0 | 9.6 | 10.8 | 3.0 | 0.0 | 7.1 |
| 9019 | CA | Sacramento RTD | BA | 211 | 10.9 | 48.8 | 10.4 | 23.2 | 6.6 | 0.0 | 11.3 |
| | | | BC | 5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 9029 | CA | San Bernardino-Omnitrans | BA | 60 | 68.3 | 31.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 |
| | | | BC | 15 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 9026 | CA | San Diego TS | AB | 45 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | BA | 248 | 43.1 | 19.8 | 16.1 | 21.0 | 0.0 | 0.0 | 8.3 |
| 1048 P | CT | Hartford-Conn Transit | BA | 254 | 48.8 | 31.5 | 0.0 | 19.7 | 0.0 | 0.0 | 8.8 |
| 1055 P | CT | New Haven-Conn Transit | BA | 126 | 57.9 | 24.6 | 0.0 | 17.5 | 0.0 | 0.0 | 8.2 |
| 3031 | DE | Wilmington-DART | BA | 100 | 55.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | BA | 192 | 60.9 | 39.1 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| | | | BC | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 4041 | FL | Hillborough Area RTA | BA | 164 | 62.2 | 13.4 | 24.4 | 0.0 | 0.0 | 0.0 | 5.6 |
| | | | BB | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 4040 | FL | Jacksonville TA | BA | 178 | 41.0 | 27.5 | 25.3 | 2.2 | 3.9 | 0.0 | 7.3 |
| | | | BB | 14 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | VN | 7 | 42.9 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 |
| 5122 P | IL | Chicago-Burlington North | RL | 25 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 30.0 |
| | | | RP | 146 | 0.0 | 32.2 | 3.4 | 22.6 | 0.0 | 41.8 | 20.4 |
| 5120 P | IL | Chicago-Illinois Central | RL | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | RP | 7 | 28.6 | 71.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 |
| | | | RS | 150 | 16.0 | 8.0 | 76.0 | 0.0 | 0.0 | 0.0 | 10.6 |
| 5080 | IL | Des Plaines-No Suburb TD | BA | 139 | 46.8 | 53.2 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5050 | IN | Indianapolis PTC | AB | 30 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BA | 199 | 46.7 | 37.7 | 0.0 | 15.6 | 0.0 | 0.0 | 6.2 |
| | | | BB | 11 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 4018 | KY | Louisville-TA River City | AB | 15 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BA | 271 | 40.6 | 47.6 | 0.0 | 11.8 | 0.0 | 0.0 | 7.2 |
| | | | BB | 23 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 1073 P | MA | Boston-Caravan | VN | 187 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 3051 | MD | Rockville-Ride-On | BB | 149 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| | | | BC | 14 | 71.4 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| 5033 | MI | Grand Rapids Area TA | BA | 97 | 23.7 | 66.0 | 0.0 | 7.2 | 3.1 | 0.0 | 8.4 |
| | | | BC | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| 7005 | MO | Kansas City Area TA | BA | 276 | 22.5 | 22.8 | 50.7 | 0.0 | 4.0 | 0.0 | 9.8 |
| | | | BC | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 4008 | NC | Charlotte TS | BA | 100 | 76.0 | 8.0 | 16.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 7001 | NE | Lincoln Transp. System | BA | 58 | 39.7 | 0.0 | 56.9 | 0.0 | 0.0 | 3.4 | 9.2 |
| | | | BC | 12 | 0.0 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 11.3 |
| | | | VN | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 |
| 7002 | NE | TA of Omaha | BA | 190 | 23.7 | 52.6 | 18.4 | 5.3 | 0.0 | 0.0 | 8.9 |
| | | | BB | 6 | 83.3 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | 7.3 |
| | | | VN | 15 | 73.3 | 26.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | BA | 188 | 31.9 | 17.6 | 20.2 | 29.3 | 1.1 | 0.0 | 11.4 |
| 2040 | NY | New York Bus Tours, Inc. | BA | 191 | 8.4 | 35.1 | 25.7 | 18.3 | 12.6 | 0.0 | 12.5 |
| 2038 | NY | New York-Green Bus Lines | BA | 188 | 37.8 | 14.9 | 27.1 | 20.2 | 0.0 | 0.0 | 9.9 |
| 2043 | NY | Queens Transit Corp | BA | 228 | 36.8 | 24.1 | 31.6 | 6.6 | 0.9 | 0.0 | 9.1 |
| 2113 | NY | Rochester-RTS | BA | 241 | 53.5 | 22.4 | 24.1 | 0.0 | 0.0 | 0.0 | 6.5 |
| 2045 | NY | Steinway Transit Corp. | BA | 110 | 38.2 | 22.7 | 26.4 | 12.7 | 0.0 | 0.0 | 8.9 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2018 | NY | Syracuse-CNY Centro | BA | 170 | 17.1 | 19.4 | 55.9 | 7.1 | 0.6 | 0.0 | 9.9 |
| | | | BC | 14 | 92.9 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 2079 P | NY | Yonkers-Liberty Lines | AB | 61 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| | | | BA | 180 | 41.1 | 6.1 | 41.7 | 9.4 | 1.7 | 0.0 | 10.5 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | BA | 160 | 0.0 | 30.6 | 31.3 | 28.8 | 9.4 | 0.0 | 13.2 |
| 5010 | OH | Akron-Metropolitan RTA | BA | 108 | 21.3 | 55.6 | 23.1 | 0.0 | 0.0 | 0.0 | 8.3 |
| | | | BC | 16 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 5017 | OH | Dayton Miami Valley RTA | BA | 146 | 52.1 | 6.8 | 6.2 | 33.6 | 1.4 | 0.0 | 8.7 |
| | | | BB | 8 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| | | | TB | 66 | 0.0 | 97.0 | 1.5 | 0.0 | 0.0 | 1.5 | 7.5 |
| 5022 | OH | Toledo RTA | BA | 199 | 19.6 | 29.1 | 48.2 | 2.0 | 1.0 | 0.0 | 9.1 |
| | | | BB | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| 1001 | RI | Providence-Rhode Is PTA | BA | 228 | 14.9 | 29.4 | 19.7 | 36.0 | 0.0 | 0.0 | 11.5 |
| | | | BB | 23 | 17.4 | 82.6 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 |
| 4003 | TN | Memphis Area TA | AB | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BA | 219 | 13.7 | 24.2 | 0.0 | 57.5 | 4.6 | 0.0 | 13.7 |
| | | | BC | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 4004 | TN | Nashville-MTA | AB | 15 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BA | 120 | 16.7 | 83.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 |
| | | | VN | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 6006 | TX | El Paso PTA | BA | 98 | 0.0 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 6.7 |
| | | | BB | 30 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BC | 15 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 6007 | TX | Fort Worth CITRAN | BA | 131 | 24.4 | 15.3 | 55.7 | 4.6 | 0.0 | 0.0 | 9.1 |
| | | | BC | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 3006 | VA | Gr Richmond Transit Comp | BA | 200 | 0.0 | 83.5 | 0.5 | 16.0 | 0.0 | 0.0 | 10.4 |
| 3004 | VA | Hampton-Pentran | AO | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BA | 96 | 0.0 | 86.5 | 6.3 | 7.3 | 0.0 | 0.0 | 8.6 |
| | | | BC | 10 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | VN | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 0002 | WA | Spokane Transit Authority | BA | 119 | 33.6 | 32.8 | 24.4 | 0.0 | 9.2 | 0.0 | 7.7 |
| | | | VN | 27 | 37.0 | 63.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | BA | 154 | 21.4 | 7.8 | 19.5 | 30.5 | 20.8 | 0.0 | 14.8 |
| | | | BC | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VN | 20 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| 5005 | WI | Madison Metro | BA | 169 | 36.7 | 34.9 | 21.3 | 7.1 | 0.0 | 0.0 | 8.6 |
| | | | BC | 13 | 61.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | BA | 65 | 92.3 | 6.2 | 1.5 | 0.0 | 0.0 | 0.0 | 1.8 |
| | | | BB | 12 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | DB | 3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 15.0 |
| 6033 | AR | Little Rock-Metroplan | BA | 46 | 21.7 | 39.1 | 0.0 | 28.3 | 10.9 | 0.0 | 11.7 |
| | | | BB | 20 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | BC | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 9078 | CA | Central Contra Costa TS | BA | 54 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| | | | BC | 12 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 |
| 9027 | CA | Fresno TS | AO | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| | | | BA | 103 | 23.3 | 58.3 | 18.4 | 0.0 | 0.0 | 0.0 | 7.2 |
| | | | VN | 6 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 9030 | CA | N San Diego Transit Dev | BA | 131 | 77.9 | 0.8 | 3.8 | 17.6 | 0.0 | 0.0 | 5.4 |
| 9031 | CA | Riverside Transit Agency | BA | 42 | 73.8 | 0.0 | 0.0 | 11.9 | 14.3 | 0.0 | 7.5 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 9006 | CA | Santa Cruz MTD | BA | 69 | 55.1 | 37.7 | 7.2 | 0.0 | 0.0 | 0.0 | 6.2 |
| | | | BB | 19 | 0.0 | 57.9 | 42.1 | 0.0 | 0.0 | 0.0 | 11.1 |
| | | | BC | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 9008 | CA | Santa Monica Muni Bus | BA | 129 | 65.1 | 13.2 | 21.7 | 0.0 | 0.0 | 0.0 | 5.8 |
| 9012 | CA | Stockton MTD | BA | 47 | 59.6 | 29.8 | 10.6 | 0.0 | 0.0 | 0.0 | 5.2 |
| | | | BC | 13 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 |

TABLE 3.17 as of 06/02/86 — continued

### AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 8005 | CO | Colorado Springs Transit | BA | 44 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 1050 | CT | Greater Bridgeport TD | BA | 36 | 72.2 | 5.6 | 13.9 | 8.3 | 0.0 | 0.0 | 5.8 |
| | | | BB | 27 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BC | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 1017 | CT | Greater Hartford TD | AO | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 |
| | | | BB | 2 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | BC | 20 | 55.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |
| | | | VN | 27 | 92.6 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| 4035 | FL | Orlando TCT | BA | 74 | 40.5 | 14.9 | 44.6 | 0.0 | 0.0 | 0.0 | 6.9 |
| | | | BB | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4027 | FL | Pinellas Suncoast TA | BA | 44 | 59.1 | 40.9 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| | | | BB | 20 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| | | | BC | 13 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 |
| 4039 | FL | St. Petersburg MuTSys | BA | 64 | 60.9 | 31.3 | 7.8 | 0.0 | 0.0 | 0.0 | 5.9 |
| | | | VN | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| 7010 | IA | Des Moines MTA | BA | 93 | 26.9 | 57.0 | 0.0 | 0.0 | 8.6 | 7.5 | 9.8 |
| | | | BC | 16 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| | | | VN | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 5056 | IL | Greater Peoria Mass TD | BA | 57 | 24.6 | 17.5 | 57.9 | 0.0 | 0.0 | 0.0 | 9.9 |
| 5058 | IL | Rockford MTD | BA | 40 | 60.0 | 22.5 | 12.5 | 5.0 | 0.0 | 0.0 | 4.7 |
| 5082 P | IL | S Holland-Harvey TMgmt | BA | 70 | 42.9 | 0.0 | 57.1 | 0.0 | 0.0 | 0.0 | 8.4 |
| 5086 | IL | Transit Mgmt of Wst Towns | BA | 125 | 72.8 | 23.2 | 3.2 | 0.8 | 0.0 | 0.0 | 6.0 |
| 5044 | IN | Fort Wayne PTC | BA | 37 | 62.2 | 32.4 | 5.4 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BB | 28 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 5052 | IN | South Bend PTC | BA | 57 | 0.0 | 43.9 | 56.1 | 0.0 | 0.0 | 0.0 | 11.7 |
| 4019 | KY | Ft Wright-TA No Kentucky | BA | 93 | 21.5 | 78.5 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| | | | BB | 4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BC | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4017 | KY | Lexington-LEXTRAN | BA | 51 | 0.0 | 19.6 | 80.4 | 0.0 | 0.0 | 0.0 | 10.6 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | BA | 55 | 0.0 | 54.5 | 45.5 | 0.0 | 0.0 | 0.0 | 10.8 |
| | | | BB | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1004 | MA | Brockton Area TA | BA | 45 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| | | | VN | 24 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| 1006 | MA | New Bedford SERTA | BA | 87 | 11.5 | 81.6 | 0.0 | 0.0 | 6.9 | 0.0 | 8.9 |
| | | | BC | 8 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 28.5 |
| 1089 P | MA | Springfield Transit Mgmt | BA | 112 | 8.0 | 59.8 | 0.0 | 31.3 | 0.9 | 0.0 | 9.6 |
| 1014 | MA | Worcester RTA | BA | 39 | 82.1 | 0.0 | 17.9 | 0.0 | 0.0 | 0.0 | 5.1 |
| | | | BB | 23 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 5029 | MI | Bay City-Bay Metro Transp | BA | 28 | 35.7 | 0.0 | 14.3 | 50.0 | 0.0 | 0.0 | 10.4 |
| | | | BB | 24 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| | | | BC | 12 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 |
| 5032 | MI | Flint-MTA | BA | 55 | 18.2 | 34.5 | 0.0 | 47.3 | 0.0 | 0.0 | 11.3 |
| | | | BB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BC | 22 | 90.9 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| | | | SB | 3 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 |
| 5036 | MI | Lansing-Capital Area TA | BA | 67 | 41.8 | 44.8 | 6.0 | 7.5 | 0.0 | 0.0 | 7.1 |
| | | | BC | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | BA | 43 | 60.5 | 32.6 | 7.0 | 0.0 | 0.0 | 0.0 | 6.2 |
| | | | BB | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| | | | BC | 15 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 5025 | MN | Duluth TA | BA | 95 | 0.0 | 68.4 | 31.6 | 0.0 | 0.0 | 0.0 | 9.2 |
| | | | BC | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| 4007 | NC | Raleigh-N.C. Transit Div | BA | 58 | 43.1 | 36.2 | 0.0 | 20.7 | 0.0 | 0.0 | 7.4 |
| 4012 | NC | Winston-Salem TA | BA | 58 | 34.5 | 0.0 | 50.0 | 15.5 | 0.0 | 0.0 | 9.7 |
| | | | BC | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| | | | VN | 15 | 86.7 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2092 P | NJ | Bergenfield-Rockland TC | BA | 80 | 47.5 | 7.5 | 33.8 | 11.3 | 0.0 | 0.0 | 7.7 |
| 2075 | NJ | Lindenwold-PATCO | RR | 119 | 38.7 | 0.0 | 0.0 | 61.3 | 0.0 | 0.0 | 11.7 |
| 6019 | NM | Albuquerque-Sun-Tran | BA | 107 | 45.8 | 54.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 |
| 2073 | NY | Brooklyn-Command Bus Co | BA | 94 | 0.0 | 39.4 | 18.1 | 34.0 | 8.5 | 0.0 | 13.5 |
| 2012 P | NY | Mountain View Coach Lines | BA | 44 | 27.3 | 22.7 | 15.9 | 18.2 | 15.9 | 0.0 | 11.5 |
| | | | BC | 41 | 92.7 | 7.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| 2039 | NY | New York-Jamaica Bus | BA | 133 | 18.8 | 26.3 | 36.8 | 16.5 | 1.5 | 0.0 | 11.2 |
| 6017 | OK | Central Oklahoma PTA | BA | 91 | 51.6 | 48.4 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| | | | BC | 10 | 90.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 6018 | OK | Metropolitan Tulsa TA | BA | 94 | 26.6 | 26.6 | 37.2 | 9.6 | 0.0 | 0.0 | 9.8 |
| | | | BB | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BC | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0007 | OR | Eugene-Lane County MTD | BA | 46 | 39.1 | 43.5 | 0.0 | 0.0 | 6.5 | 10.9 | 9.5 |
| | | | BB | 21 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| 3010 | PA | Allentown-LANTA | BA | 70 | 28.6 | 0.0 | 71.4 | 0.0 | 0.0 | 0.0 | 8.1 |
| 3013 | PA | Erie MTA | BA | 92 | 25.0 | 8.7 | 12.0 | 54.3 | 0.0 | 0.0 | 11.9 |
| 3014 | PA | Harrisburg-CAT | BA | 72 | 13.9 | 76.4 | 0.0 | 1.4 | 8.3 | 0.0 | 9.8 |
| 3024 | PA | Reading-BARTA | BA | 56 | 16.1 | 78.6 | 0.0 | 0.0 | 3.6 | 1.8 | 8.6 |
| | | | SB | 1 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| | | | VN | 21 | 81.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 4061 P | SC | Charleston-SCE&G Co. | BA | 46 | 0.0 | 13.0 | 54.3 | 21.7 | 10.9 | 0.0 | 15.4 |
| | | | BB | 7 | 28.6 | 0.0 | 71.4 | 0.0 | 0.0 | 0.0 | 9.4 |
| 4001 | TN | Chattanooga Area RTA | BA | 69 | 0.0 | 34.8 | 65.2 | 0.0 | 0.0 | 0.0 | 10.7 |
| | | | IP | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 35.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 4002 | TN | Knoxville Trans Auth | BA | 97 | 41.2 | 0.0 | 41.2 | 0.0 | 13.4 | 4.1 | 10.1 |
| | | | VN | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| 6002 | TX | Austin TS | BA | 71 | 0.0 | 43.7 | 56.3 | 0.0 | 0.0 | 0.0 | 10.1 |
| | | | BB | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | VN | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6003 | TX | Corpus Christi TS | BA | 38 | 39.5 | 39.5 | 0.0 | 21.1 | 0.0 | 0.0 | 7.9 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | VN | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| 0020 | WA | Kitsap County Transit | BA | 46 | 15.2 | 4.3 | 15.2 | 17.4 | 45.7 | 2.2 | 16.2 |
| | | | BB | 14 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 0029 | WA | Lynnwood-Comm. Transit | BA | 61 | 88.5 | 0.0 | 0.0 | 3.3 | 8.2 | 0.0 | 6.0 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | BA | 45 | 0.0 | 6.7 | 28.9 | 24.4 | 40.0 | 0.0 | 17.2 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | VN | 18 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 0024 | WA | Vancouver-C-Tran | BA | 69 | 69.6 | 18.8 | 4.3 | 4.3 | 2.9 | 0.0 | 4.4 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | BA | 58 | 39.7 | 53.4 | 0.0 | 6.9 | 0.0 | 0.0 | 7.6 |
| | | | BB | 12 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4043 | AL | Mobile TA | BA | 38 | 15.8 | 0.0 | 76.3 | 0.0 | 7.9 | 0.0 | 12.2 |
| | | | BB | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 4044 | AL | Montgomery Area TS | BA | 31 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | BA | 36 | 38.9 | 61.1 | 0.0 | 0.0 | 0.0 | 0.0 | 5.8 |
| | | | BB | 12 | 0.0 | 83.3 | 16.7 | 0.0 | 0.0 | 0.0 | 10.2 |
| 9010 | CA | City of Torrance TS | BA | 33 | 51.5 | 0.0 | 24.2 | 15.2 | 9.1 | 0.0 | 9.4 |
| | | | BC | 10 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 9042 | CA | Gardena-Municipal Bus | AO | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BA | 36 | 66.7 | 8.3 | 25.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| | | | VN | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

TABLE 3.17 as of 06/02/86 — continued

### AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9007 | CA | Modesto Intracity Transit | BA | 8 | 0.0 | 37.5 | 0.0 | 50.0 | 0.0 | 12.5 | 15.1 |
| | | | BB | 21 | 66.7 | 23.8 | 9.5 | 0.0 | 0.0 | 0.0 | 4.0 |
| 9041 | CA | Montebello Muni Bus lines | BA | 30 | 56.7 | 20.0 | 23.3 | 0.0 | 0.0 | 0.0 | 7.8 |
| | | | BB | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 9062 | CA | Monterey-Salinas Transit | BA | 47 | 68.1 | 31.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 |
| | | | BB | 5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 9020 | CA | Santa Barbara MTD | BA | 77 | 26.0 | 58.4 | 15.6 | 0.0 | 0.0 | 0.0 | 6.8 |
| | | | BC | 9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 1057 | CT | Norwalk TD | BA | 25 | 24.0 | 76.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 1068 P | CT | Waterbury-Northeast Trans | BA | 16 | 0.0 | 12.5 | 0.0 | 87.5 | 0.0 | 0.0 | 17.9 |
| | | | BB | 25 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 3032 | DE | Dover-Delware Adm Spec Tr | AO | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| | | | BC | 23 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | VN | 20 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | BB | 23 | 65.2 | 34.8 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| | | | BC | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| | | | VN | 5 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 |
| 4030 | FL | Gainesville-RTS | BA | 35 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | VN | 10 | 90.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 4048 | FL | Merritt Is-Consol Agency | BA | 5 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BC | 25 | 64.0 | 36.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 |
| 4032 | FL | S Daytona-E Volusia TA | BA | 30 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 4036 | FL | Tallahassee-TALTRAN | BA | 38 | 28.9 | 60.5 | 0.0 | 10.5 | 0.0 | 0.0 | 6.5 |
| | | | BB | 11 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | BC | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | VN | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4037 | FL | W Plm Bch-Florida Transit | BA | 37 | 48.6 | 51.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| | | | BB | 42 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 4023 | GA | Augusta TD | BA | 27 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.1 |
| 4024 | GA | Columbus-METRA | BA | 50 | 0.0 | 34.0 | 66.0 | 0.0 | 0.0 | 0.0 | 12.6 |
| | | | BC | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 4025 | GA | Savannah TA | BA | 23 | 56.5 | 43.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| | | | BB | 37 | 0.0 | 18.9 | 43.2 | 37.8 | 0.0 | 0.0 | 13.7 |
| 7008 | IA | Cedar Rapids Bus Depart | BA | 35 | 14.3 | 57.1 | 0.0 | 28.6 | 0.0 | 0.0 | 9.4 |
| 7018 | IA | City of Iowa City Transit | BA | 20 | 15.0 | 25.0 | 60.0 | 0.0 | 0.0 | 0.0 | 10.1 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 7012 | IA | Sioux City TS | BA | 16 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 |
| | | | BB | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | BB | 29 | 62.1 | 0.0 | 0.0 | 37.9 | 0.0 | 0.0 | 8.7 |
| 0011 | ID | Bois ban Stages | BA | 24 | 58.3 | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| | | | BB | 1 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 22.0 |
| | | | VN | 4 | 50.0 | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 8.3 |
| 5060 | IL | Champaign-Urbana MTD | BA | 50 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 5061 | IL | Decatur Public TS | BA | 31 | 61.3 | 0.0 | 38.7 | 0.0 | 0.0 | 0.0 | 7.3 |
| | | | VN | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 5075 | IL | Joliet Mass TD | BA | 29 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 |
| | | | BB | 14 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BC | 17 | 82.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| 5057 | IL | Rock Island County MTD | BA | 30 | 66.7 | 16.7 | 0.0 | 0.0 | 16.7 | 0.0 | 7.3 |
| | | | BB | 7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 5059 | IL | Springfield MTD | BA | 47 | 42.6 | 36.2 | 10.6 | 10.6 | 0.0 | 0.0 | 6.7 |
| 5083 | IL | Transit Mgmt. of Oak Lawn | BA | 34 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 5045 | IN | Gary PTC | BA | 66 | 62.1 | 0.0 | 4.5 | 33.3 | 0.0 | 0.0 | 8.0 |

### TABLE 3.17 as of 06/02/86 — continued

### AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5048 P | IN | Hammand-Lake County EOC | BC | 26 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 7015 | KS | Wichita Metropolitan TAu | BA | 55 | 76.4 | 0.0 | 23.6 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BC | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | BA | 43 | 74.4 | 16.3 | 7.0 | 2.3 | 0.0 | 0.0 | 3.2 |
| 6024 | LA | Shreveport Area TS | BA | 57 | 26.3 | 56.1 | 0.0 | 17.5 | 0.0 | 0.0 | 9.4 |
| 1005 | MA | Lowell RTA | BA | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BB | 24 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 |
| 1016 | ME | Gr Portland Transit Dist | BA | 45 | 0.0 | 95.6 | 0.0 | 4.4 | 0.0 | 0.0 | 8.6 |
| 5034 P | MI | Jackson PTC | BA | 18 | 66.7 | 22.2 | 0.0 | 11.1 | 0.0 | 0.0 | 5.3 |
| | | | BB | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BC | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 |
| 5035 | MI | Kalamazoo Metro TS | BA | 53 | 100.0 | 0.0 | C.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| 5039 | MI | Saginaw TS | BA | 25 | 64.0 | 0.0 | 0.0 | 20.0 | 16.0 | 0.0 | 9.2 |
| | | | BB | 7 | 42.9 | 57.1 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 |
| | | | VN | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 7003 | MO | Springfield City Utility | BB | 36 | 44.4 | 0.0 | 38.9 | 16.7 | 0.0 | 0.0 | 10.5 |
| | | | BC | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | VN | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 4015 | MS | Jackson-JATRAN | BA | 41 | 39.0 | 22.0 | 26.8 | 7.3 | 4.9 | 0.0 | 9.6 |
| | | | BC | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | VN | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 8004 | MT | Billings Metro Transit | BB | 18 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 |
| 4051 | NC | Chapel Hill Transit | AO | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BA | 33 | 84.8 | 12.1 | 0.0 | 3.0 | 0.0 | 0.0 | 4.4 |
| | | | BB | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| | | | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 1002 | NH | Manchester TA | BA | 34 | 5.9 | 85.3 | 0.0 | 8.8 | 0.0 | 0.0 | 10.1 |
| | | | BB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6045 | NM | Santa Fe-Sr Citizens Tr | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | VN | 13 | 69.2 | 0.0 | 30.8 | 0.0 | 0.0 | 0.0 | 6.2 |
| 9045 P | NV | Las Vegas Transit | BA | 25 | 68.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | AO | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BC | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | VN | 20 | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| 9001 | NV | Reno-RTC of Washoe | BA | 37 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 2003 | NY | Broome Cnty Pub Trans | BA | 40 | 57.5 | 0.0 | 0.0 | 35.0 | 7.5 | 0.0 | 8.9 |
| | | | BC | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 2099 | NY | Staten Island Rapid Trans | RS | 52 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| 2021 | NY | Utica TA | BA | 40 | 40.0 | 0.0 | 60.0 | 0.0 | 0.0 | 0.0 | 9.5 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 5011 | OH | Canton RTA | BA | 48 | 20.8 | 79.2 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 |
| 5024 | OH | Youngstown-Western Res | BA | 49 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| | | | BC | 5 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| | | | TB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 0025 | OR | Salem Area MTD | BA | 54 | 33.3 | 0.0 | 1.9 | 44.4 | 20.4 | 0.0 | 13.5 |
| 3011 | PA | Altoona-Amtran | BA | 31 | 12.9 | 32.3 | 0.0 | 54.8 | 0.0 | 0.0 | 10.8 |
| 3015 | PA | Kingston-Luzerne Cnty TA | BA | 64 | 25.0 | 71.9 | 1.6 | 1.6 | 0.0 | 0.0 | 8.3 |
| 3018 | PA | Lancaster-Red Rose TA | BA | 36 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 |
| 3025 | PA | Scranton-Lackawanna TA | BA | 36 | 11.1 | 80.6 | 0.0 | 0.0 | 8.3 | 0.0 | 9.4 |
| 3054 | PA | St College-Centre ArTAu | BA | 23 | 52.2 | 34.8 | 0.0 | 4.3 | 8.7 | 0.0 | 6.1 |
| 4053 | SC | Greenville TA | BA | 5 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 14.0 |
| | | | BB | 20 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| | | | BC | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 8014 | SD | Rapid City Transit System | BB | 3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.7 |
| | | | BC | 10 | 80.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | VN | 10 | 0.0 | 70.0 | 30.0 | 0.0 | 0.0 | 0.0 | 10.0 |

TABLE 3.17 as of 06/02/86 — continued

**AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6010 | TX | City of Lubbock | BA | 34 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 |
| | | | BC | 3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 3007 | VA | Gr. Roanoke Transit Co. | BA | 35 | 37.1 | 62.9 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 |
| 0021 | WA | Bellingham Muni Transit | BA | 16 | 68.8 | 31.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 |
| | | | BB | 8 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| 0005 | WA | City of Everett Trans. | BA | 17 | 82.4 | 17.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| | | | BB | 20 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.1 |
| | | | VN | 7 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| 0019 | WA | Olympia-Intercity Transit | BA | 22 | 68.2 | 18.2 | 0.0 | 0.0 | 13.6 | 0.0 | 6.3 |
| | | | BB | 20 | 55.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.7 |
| 0006 | WA | Yakima-Transit Fund | BA | 4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| | | | BB | 14 | 42.9 | 0.0 | 57.1 | 0.0 | 0.0 | 0.0 | 7.3 |
| 5001 | WI | Appleton-Valley Transit | BA | 36 | 61.1 | 27.8 | 11.1 | 0.0 | 0.0 | 0.0 | 6.5 |
| 5006 | WI | Belle Urban System | BA | 37 | 21.6 | 67.6 | 0.0 | 10.8 | 0.0 | 0.0 | 7.8 |
| | | | BC | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 5003 | WI | Kenosha Transit Comm | BA | 29 | 17.2 | 82.8 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | BB | 1 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| 5004 | WI | La Crosse Municipal TU | BA | 29 | 37.9 | 37.9 | 0.0 | 0.0 | 24.1 | 0.0 | 10.3 |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | BC | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 9034 | AZ | Glendale Dial-A-Ride | BC | 12 | 83.3 | 16.7 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| 9043 | CA | City of Commerce | BA | 13 | 38.5 | 23.1 | 23.1 | 15.4 | 0.0 | 0.0 | 8.8 |
| | | | VN | 2 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 9113 | CA | City of El Cerrito | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 9092 | CA | City of Fairfield | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | BC | 7 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE |  |  |  |  |  | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS |  |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 9050 | CA | City of Simi Valley TS | BA | 7 | 57.1 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 |
|  |  |  | VN | 2 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 9039 | CA | Culver Cty Muni Bus Lines | BA | 19 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 |
| 9119 | CA | Laguna Beach Muni Transit | BB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | BC | 6 | 0.0 | 33.3 | 66.7 | 0.0 | 0.0 | 0.0 | 11.7 |
|  |  |  | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 9088 | CA | Napa City Bus | BA | 6 | 33.3 | 50.0 | 0.0 | 0.0 | 0.0 | 16.7 | 9.8 |
|  |  |  | BB | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| 9022 | CA | Norwalk TS | BA | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
|  |  |  | BB | 22 | 59.1 | 40.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
|  |  |  | BC | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
|  |  |  | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 9035 | CA | Oxnard-S Coast Area Tran | BA | 36 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
|  |  |  | BB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
|  |  |  | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 9079 | CA | Palm Springs-Sunline TA | BA | 18 | 38.9 | 0.0 | 0.0 | 33.3 | 27.8 | 0.0 | 13.3 |
|  |  |  | BB | 14 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 |
|  |  |  | VN | 5 | 60.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| 9086 | CA | Riverside Specl Trans Svc | BB | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | VN | 14 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| 9054 | CA | San Diego Trolley | SC | 18 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 9017 | CA | Santa Rosa Muni Transit | BA | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
|  |  |  | BB | 6 | 0.0 | 0.0 | 0.0 | 66.7 | 33.3 | 0.0 | 20.3 |
|  |  |  | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 |
| 8010 | CO | City of Greeley | BA | 2 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 0.0 | 14.5 |
|  |  |  | BB | 13 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | BC | 3 | 0.0 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 10.7 |
|  |  |  | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

TABLE 3.17 as of 06/02/86 — continued

**AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 8011 | CO | Fort Collins-Transport | BA | 2 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 20.0 |
| | | | BB | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BC | 3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.3 |
| 8007 | CO | Pueblo Transportation Co | BA | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BB | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| | | | BC | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 1042 | CT | Derby-Valley Transit | AO | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BB | 7 | 85.7 | 14.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 1047 P | CT | New Britain Trans | BA | 11 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 1052 P | CT | New Britain Trans/Bristol | BA | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 1045 P | CT | New Britain-Dattco, Inc | BA | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 1040 | CT | Norwich-Southeast Area | BA | 31 | 61.3 | 12.9 | 0.0 | 25.8 | 0.0 | 0.0 | 8.3 |
| 1056 P | CT | Stamford-Conn Transit | BA | 28 | 71.4 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 6.4 |
| 1041 | CT | Westport TD | BB | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| | | | BC | 5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | BA | 23 | 21.7 | 78.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 |
| | | | BB | 5 | 20.0 | 0.0 | 0.0 | 80.0 | 0.0 | 0.0 | 14.4 |
| 4028 | FL | Fort Myers-Lee County TS | BB | 24 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |
| 4031 | FL | Lakeland Area MTD | BB | 11 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 4046 | FL | Sarasota Cnty Area Trans | BA | 1 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 16.0 |
| | | | BB | 25 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 4050 | FL | Smyrna TS | BC | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 4021 | GA | Albany TS | BA | 14 | 35.7 | 64.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.2 |
| 4047 | GA | Athens TS | BA | 15 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 4058 | GA | Rome TD | BA | 17 | 88.2 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| | | | BB | 15 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 7007 | IA | Bettendorf TS | BC | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| | | | VN | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |
| 7011 | IA | City of Dubuque-Keyline | BA | 22 | 0.0 | 59.1 | 9.1 | 31.8 | 0.0 | 0.0 | 12.0 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 |
| 7030 | IA | Coralville Iowa Transit | BA | 7 | 28.6 | 71.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 |
| 7009 | IA | Davenport Public Transit | BA | 8 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | BB | 20 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| 7019 | IA | University of Iowa-Cambus | BA | 14 | 14.3 | 85.7 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 |
| | | | VN | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |
| 0022 | ID | Pocatello Urban Transit | BA | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 24.0 |
| | | | BB | 1 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 5063 | IL | Auarora Transit | BA | 25 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| 5064 | IL | Bensenville Dial A Bus | BC | 4 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| 5047 | IL | Bloomington-Public TS | BB | 23 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| 5068 | IL | Elgin-DOT | BA | 30 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 |
| 5074 | IL | Highland Park Transit | BB | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| 5055 | IL | Loves Park TS | BA | 5 | 40.0 | 40.0 | 0.0 | 20.0 | 0.0 | 0.0 | 7.0 |
| | | | BB | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| 5065 | IL | Pekin Municipal Bus Serv | BB | 3 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 7.3 |
| | | | BC | 2 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| 5084 | IL | Transit Mgmt of Waukegan | BA | 28 | 96.4 | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 5.4 |
| 5078 | IL | Village of Niles | BC | 11 | 72.7 | 27.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| 5087 | IL | Wilmette Muni Bus System | BA | 20 | 10.0 | 90.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 |
| 5110 | IN | Bloomington Public TrCorp | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BC | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5041 | IN | City of Anderson TS | BB | 10 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| 5042 | IN | East Chicago Bus TS | BB | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | BC | 11 | 90.9 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| | | | VN | 20 | 55.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.3 |
| 5051 | IN | Greater Lafayette PTC | BA | 17 | 58.8 | 29.4 | 11.8 | 0.0 | 0.0 | 0.0 | 5.2 |
| | | | BB | 5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 5043 | IN | Metro Evansville TS | BB | 23 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 |
| 5054 | IN | Muncie Indiana PTC | BA | 20 | 80.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| | | | BC | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 5105 | IN | Portage Township | BB | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | BC | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 5053 | IN | Terre Haute Transit Util | BB | 12 | 0.0 | 83.3 | 0.0 | 16.7 | 0.0 | 0.0 | 9.7 |
| | | | BC | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 7014 | KS | Topeka MTA | BA | 28 | 10.7 | 89.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.8 |
| | | | BB | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 |
| 4016 | KY | Ashland Bus System | BC | 6 | 16.7 | 83.3 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 5107 | KY | Henderson Area Rapid Tran | BC | 4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 4020 | KY | Owensboro TS | BB | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 6025 | LA | Alexandria TS | BB | 16 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| 6028 P | LA | Chalmette-St. Bernard Bus | BA | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 6029 | LA | Gretna-Westside Transit | BA | 30 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 6038 | LA | Lafayette-COLT | BA | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| | | | BB | 16 | 87.5 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6023 | LA | Lake Charles TS | BB | 17 | 47.1 | 52.9 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| 6026 | LA | Monroe TS | BB | 17 | 70.6 | 0.0 | 23.5 | 5.9 | 0.0 | 0.0 | 6.1 |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 0.0 | 50.0 | 0.0 | 0.0 | 0.0 | 50.0 | 27.2 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | AO | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BA | 8 | 75.0 | 0.0 | 0.0 | 25.0 | 0.0 | 0.0 | 5.1 |
| | | | BB | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | | BC | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | VN | 6 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 3041 | MD | Allegany County TAu | BB | 10 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 |
| | | | BC | 3 | 0.0 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 8.3 |
| 3040 | MD | City of Annapolis | BB | 15 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| | | | BC | 10 | 40.0 | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 |
| 3043 | MD | Columbia TS | BB | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 3042 | MD | Hagerstown-Wash County TC | BB | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| | | | BC | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| | | | VN | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 1088 | ME | Casco Bay Island TD | FB | 4 | 0.0 | 25.0 | 0.0 | 25.0 | 25.0 | 25.0 | 18.8 |
| 5030 | MI | Battle Creek Transit | BA | 18 | 22.2 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 |
| | | | BC | 5 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 |
| 5037 | MI | Muskegon Are TA | BA | 2 | 0.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 | 13.5 |
| | | | BB | 13 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 5038 | MI | Niles Dial-A-Ride | AO | 2 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| | | | BC | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.9 |
| 5028 | MN | St Cloud Metro Trans Comm | BA | 19 | 0.0 | 0.0 | 52.6 | 47.4 | 0.0 | 0.0 | 13.6 |
| | | | BC | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 |
| 4014 | MS | Gulfprt-Mississippi Coast | BA | 7 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BB | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 8012 | MT | Great Falls TD | BB | 15 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 8009 | MT | Missoula Urban TD | BB | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | | BC | 9 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 4005 | NC | Asheville TA | BB | 22 | 45.5 | 0.0 | 54.5 | 0.0 | 0.0 | 0.0 | 9.1 |
| 4009 | NC | Fayetteville Area Transit | BA | 26 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 4010 | NC | Gastonia Transit Dept | BB | 7 | 71.4 | 0.0 | 0.0 | 28.6 | 0.0 | 0.0 | 7.0 |
| 4013 P | NC | Greensboro Agency Transp | AO | 9 | 11.1 | 88.9 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SB | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | VN | 13 | 61.5 | 38.5 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |
| 4011 | NC | High Point City TS | BA | 16 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 4006 | NC | Wilmington TA | BA | 15 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BB | 3 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 14.0 |
| | | | VN | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 8008 | ND | Grand Forks City Bus | BA | 13 | 76.9 | 0.0 | 0.0 | 23.1 | 0.0 | 0.0 | 6.5 |
| | | | SB | 1 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 13.0 |
| 2116 | NY | Auburn-Centro of Cayuga | BA | 8 | 50.0 | 37.5 | 12.5 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BB | 3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 2005 | NY | Chemung County TS | BB | 17 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 |
| | | | BC | 11 | 45.5 | 54.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.9 |
| 2009 | NY | City of Poughkeepsie TS | BA | 8 | 62.5 | 37.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 2115 | NY | Fulton-Centro of Oswego | BA | 6 | 50.0 | 16.7 | 33.3 | 0.0 | 0.0 | 0.0 | 6.5 |
| | | | BB | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 2071 | NY | Huntington Area Rapid | BA | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | BB | 11 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 2006 | NY | Long Beach TA | BB | 13 | 7.7 | 61.5 | 30.8 | 0.0 | 0.0 | 0.0 | 7.8 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2085 | NY | Nanuet-Clarkstown Mini TR | SB | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 2083 P | NY | New York - Easyride | VN | 17 | 58.8 | 41.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 2086 | NY | Pomona-T.R.I.P.S. | BC | 4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 2015 | NY | Rome-VIP Transportation | BB | 7 | 71.4 | 28.6 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 |
| | | | BC | 2 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 |
| 2110 | NY | Roosevelt Isl Mini-Trans | BA | 9 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 |
| | | | BB | 4 | 0.0 | 0.0 | 0.0 | 75.0 | 25.0 | 0.0 | 20.0 |
| | | | TR | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 2082 | NY | Staten Island Ferry | FB | 5 | 40.0 | 0.0 | 0.0 | 60.0 | 0.0 | 0.0 | 12.6 |
| 2089 | NY | Village of Spring Valley | BC | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |
| 2109 P | NY | Yonkers-Airport Transp | BC | 27 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| 5018 | OH | Hamilton City Lines | BB | 12 | 66.7 | 0.0 | 0.0 | 33.3 | 0.0 | 0.0 | 6.7 |
| | | | VN | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 5097 | OH | Kent-Campus Bus Service | BA | 25 | 0.0 | 32.0 | 56.0 | 12.0 | 0.0 | 0.0 | 12.8 |
| | | | BB | 1 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 16.0 |
| | | | VN | 5 | 20.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 |
| 5093 | OH | Lima-Allen County RTA | BB | 11 | 45.5 | 54.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 |
| 5095 | OH | Lorain Cnty Transit Brd | AO | 5 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 |
| | | | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | SB | 1 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| | | | VN | 3 | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| 5019 | OH | Middletown TS | BB | 10 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 5013 | OH | Norwood Transit System | BC | 4 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| | | | VN | 1 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 5020 P | OH | Springfield Bus Company | BB | 10 | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 0034 | OR | Medford-Rogue Valley TD | BA | 8 | 37.5 | 0.0 | 25.0 | 0.0 | 25.0 | 12.5 | 14.0 |
| | | | BC | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 3012 | PA | Johnstown-Cambia Cnty TA | BA | 27 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 |
| | | | BC | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |
| 3017 P | PA | Nanticoke Public Service | BA | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 |
| 3020 P | PA | Pottstown Urban Transit | BB | 6 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 3050 P | PA | Wash.-GG&C Bus | BA | 4 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | BB | 3 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| | | | BC | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | BA | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| 3026 | PA | Williamsport-City Bus | BA | 9 | 77.8 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 5.8 |
| | | | BB | 8 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 3027 | PA | York Area TA | BC | 20 | 35.0 | 55.0 | 0.0 | 0.0 | 10.0 | 0.0 | 7.3 |
| 8002 | SD | City of Sioux Falls-TS | BA | 6 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 23.0 |
| | | | BB | 15 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 4055 | TN | Bristol Tennessee Transit | BA | 5 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 17.0 |
| 4057 | TN | Jackson TA | BB | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 4054 | TN | Johnson City TS | BB | 9 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| | | | BC | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 6040 | TX | Abilene Transit System | BB | 17 | 82.4 | 0.0 | 17.6 | 0.0 | 0.0 | 0.0 | 5.1 |
| 6001 | TX | Amarillo Transit System | BA | 18 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 |
| | | | BC | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| 6041 | TX | Arlington Handitran | BC | 7 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 |
| 6016 | TX | Beaumont Transit System | BA | 25 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| | | | VN | 3 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 6014 | TX | City of Brownsville | BC | 26 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| 6046 | TX | Fort Worth Rideshare | VN | 6 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| 6015 | TX | Galveston Island Trans | BA | 15 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| 6009 | TX | Laredo Muni TS | BA | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| | | | BB | 14 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE |  |  |  |  |  | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS |  |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |
| 6013 | TX | Port Arthur Transit | BC | 12 | 83.3 | 0.0 | 0.0 | 0.0 | 16.7 | 0.0 | 6.0 |
| 6037 | TX | San Angelo TD | BB | 12 | 66.7 | 0.0 | 33.3 | 0.0 | 0.0 | 0.0 | 7.0 |
| 6012 | TX | Waco Transit System | BA | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
|  |  |  | BB | 11 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 |
|  |  |  | VN | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 6035 | TX | Wichita Falls TS | BB | 7 | 28.6 | 71.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.4 |
|  |  |  | BC | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| 3053 | VA | Bristol Virginia Transit | BC | 5 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| 3036 | VA | Charlottesville Transit | BB | 14 | 78.6 | 21.4 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 |
| 3045 | VA | Charlottesville-Jaunt | AO | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
|  |  |  | BC | 1 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 |
|  |  |  | VN | 12 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 |
| 3008 | VA | Gr. Lynchburg Transit Co. | BA | 26 | 19.2 | 80.8 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| 3009 | VA | Petersburg Area Transit | BA | 14 | 28.6 | 71.4 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| 1066 | VT | Chittenden County TA | BA | 19 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
|  |  |  | BB | 9 | 0.0 | 55.6 | 44.4 | 0.0 | 0.0 | 0.0 | 10.4 |
| 0016 | WA | City of Longview | BB | 5 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 0023 | WA | City of Seattle | AG | 2 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 22.0 |
|  |  |  | SC | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 62.0 |
| 0033 P | WA | Everett-Snohomish Seniors | AO | 9 | 55.6 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 7.6 |
|  |  |  | VN | 15 | 53.3 | 33.3 | 13.3 | 0.0 | 0.0 | 0.0 | 5.4 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 21 | 28.6 | 4.8 | 9.5 | 19.0 | 4.8 | 33.3 | 22.0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 22 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | 17.0 |
| 5109 | WI | Beloit Transit System | BA | 12 | 41.7 | 58.3 | 0.0 | 0.0 | 0.0 | 0.0 | 4.7 |
| 5099 | WI | Eau Claire Transit | BA | 17 | 29.4 | 64.7 | 0.0 | 0.0 | 5.9 | 0.0 | 7.6 |
|  |  |  | BB | 2 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| 5002 | WI | Green Bay TS | BA | 29 | 34.5 | 24.1 | 20.7 | 20.7 | 0.0 | 0.0 | 9.6 |
| 5108 | WI | Janesville Transit System | BA | 22 | 86.4 | 0.0 | 0.0 | 4.5 | 9.1 | 0.0 | 7.1 |

TABLE 3.17 as of 06/02/86 — continued

## AGE DISTRIBUTION OF REVENUE VEHICLE INVENTORY: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | VEHICLE TYPE | TOTAL ACTIVE FLEET | PERCENT DISTRIBUTION OF FLEET AGE | | | | | | AVERAGE AGE OF FLEET IN YEARS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 5 YEARS OR LESS | 6 – 10 YEARS | 11 – 15 YEARS | 16 – 20 YEARS | 21 – 25 YEARS | OVER 25 YEARS | |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5009 | WI | Oshkosh Transit System | BA | 10 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 22.4 |
| | | | BB | 14 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| 5088 | WI | Sheboygan Transit | BA | 5 | 80.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| | | | BB | 17 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| 5096 | WI | Waukesha Metro Transit | BA | 14 | 78.6 | 0.0 | 0.0 | 0.0 | 21.4 | 0.0 | 5.8 |
| 5091 | WI | Wausau Area Transit | BA | 19 | 0.0 | 63.2 | 15.8 | 21.1 | 0.0 | 0.0 | 10.2 |
| 3002 | WV | Huntington-Tri-State TA | BB | 31 | 9.7 | 71.0 | 0.0 | 19.4 | 0.0 | 0.0 | 10.9 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | BC | 10 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | BA | 20 | 75.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| | | | BC | 2 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |

TABLE 3.18.1 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 1992 | 1302 | 0.42 | 46702.4 | 18851.3 | 13.2 | 18881.91 | 3545.5 | 1431.1 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 1409 | 478 | 0.54 | 27634.3 | 15415.6 | 14.0 | 14789.52 | 1976.5 | 1102.6 |
| | | | RR | 264 | 237 | 127 | 2.83 | 73148.5 | 71342.4 | 20.2 | 185811.32 | 3623.8 | 3534.3 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 1868 | 986 | 1.30 | 38692.1 | 16225.9 | 10.0 | 50321.50 | 3852.3 | 1615.5 |
| | | | RR | 890 | 885 | 347 | 4.66 | 51067.5 | 51407.5 | 24.9 | 238493.23 | 2053.6 | 2067.3 |
| | | | DR | 40 | 0 | 0 | 0.00 | 27283.9 | 18980.1 | 12.6 | 0.00 | 2171.6 | 1510.7 |
| 1003 | MA | Boston-MBTA | MB | 717 | 636 | 283 | 0.50 | 29287.2 | 0.0 | 13.5 | 14730.93 | 2175.7 | 0.0 |
| | | | RR | 301 | 301 | 180 | 3.94 | 55906.1 | 0.0 | 16.2 | 220547.06 | 3442.2 | 0.0 |
| | | | SC | 90 | 88 | 67 | 1.61 | 18349.9 | 0.0 | 14.2 | 29543.63 | 1289.9 | 0.0 |
| | | | TB | 25 | 25 | 8 | 1.16 | 22443.8 | 0.0 | 13.0 | 25976.57 | 1723.8 | 0.0 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | 1414 | 611 | 0.47 | 39861.3 | 23262.0 | 16.5 | 18262.61 | 2420.4 | 1412.5 |
| | | | SC | 16 | 16 | 7 | 1.93 | 27594.0 | 27594.0 | 20.9 | 53193.25 | 1323.0 | 1323.0 |
| | | | CR | 633 | 0 | 0 | 0.96 | 47291.1 | 38114.2 | 35.7 | 40733.65 | 1324.4 | 1067.4 |
| 2008 | NY | New York CTA | MB | 3252 | 3029 | 2094 | 1.78 | 30093.9 | 10706.7 | 8.0 | 52568.21 | 3752.9 | 1335.2 |
| | | | RR | 4932 | 4854 | 2393 | 10.22 | 57184.7 | 50746.2 | 18.2 | 576350.82 | 3148.5 | 2794.0 |
| 2100 | NY | New York-LIRR | CR | 1093 | 0 | 0 | 1.75 | 56823.7 | 30529.5 | 32.3 | 78858.50 | 1760.8 | 946.0 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 1025 | 561 | 0.45 | 31210.0 | 16518.4 | 10.1 | 14099.99 | 3098.1 | 1639.7 |
| | | | RR | 286 | 286 | 164 | 3.79 | 53432.5 | 30201.0 | 15.1 | 202406.64 | 3539.2 | 2000.4 |
| | | | SC | 186 | 186 | 96 | 1.04 | 31865.3 | 14817.3 | 8.9 | 33166.98 | 3579.6 | 1664.5 |
| | | | TB | 69 | 63 | 31 | 1.44 | 25630.2 | 15245.6 | 8.5 | 36997.57 | 3019.5 | 1796.1 |
| | | | CR | 340 | 257 | 101 | 0.61 | 32931.4 | 42316.9 | 28.3 | 15304.47 | 1164.3 | 1496.1 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 725 | 367 | 0.31 | 37766.4 | 20132.7 | 12.9 | 11371.39 | 2926.8 | 1560.2 |
| | | | SC | 46 | 41 | 14 | 1.40 | 22382.8 | 13697.4 | 11.1 | 30025.73 | 2018.9 | 1235.5 |
| | | | IP | 2 | 2 | 2 | 10.00 | 6658.0 | 3329.0 | 2.8 | 66580.00 | 2337.5 | 1168.8 |
| 0001 | WA | Seattle Metro | MB | 860 | 851 | 570 | 0.44 | 26978.0 | 17763.6 | 16.6 | 11959.30 | 1628.0 | 1071.9 |
| | | | TB | 88 | 88 | 67 | 0.80 | 32412.2 | 11874.6 | 9.6 | 25929.74 | 3372.0 | 1235.4 |
| | | | VP | 106 | 106 | 3 | 0.00 | 17185.9 | 0.0 | 40.8 | 0.00 | 420.8 | 0.0 |

TABLE 3.18.1 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 701 | 333 | 0.32 | 38325.6 | 19325.2 | 19.0 | 12260.09 | 2012.4 | 1014.7 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 388 | 264 | 0.88 | 35837.8 | 13500.1 | 9.3 | 31247.34 | 3858.0 | 1453.3 |
|  |  |  | SC | 92 | 89 | 64 | 2.24 | 43042.6 | 15572.3 | 10.6 | 93206.62 | 4052.8 | 1466.3 |
|  |  |  | TB | 278 | 275 | 190 | 2.53 | 28955.6 | 10641.8 | 7.3 | 67914.11 | 3986.7 | 1465.2 |
|  |  |  | CC | 26 | 0 | 0 | 2.95 | 617.7 | 8030.5 | 4.3 | 1825.11 | 142.2 | 1848.0 |
| 8006 | CO | Denver-RTD | MB | 613 | 590 | 310 | 0.27 | 37917.1 | 21614.6 | 16.5 | 9889.07 | 2297.7 | 1309.8 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 414 | 308 | 0.29 | 49120.9 | 20410.1 | 12.7 | 14065.31 | 3873.4 | 1609.4 |
|  |  |  | RR | 40 | 26 | 26 | 1.89 | 18400.0 | 15946.7 | 20.0 | 22566.04 | 920.0 | 797.3 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 579 | 251 | 0.31 | 43293.3 | 20231.5 | 13.3 | 11657.90 | 3245.7 | 1516.8 |
|  |  |  | RR | 78 | 71 | 68 | 2.28 | 83702.6 | 118857.7 | 19.8 | 173768.60 | 4226.3 | 6001.4 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 644 | 263 | 0.00 | 29997.8 | 16375.5 | 11.3 | 0.00 | 2644.9 | 1443.8 |
|  |  |  | RR | 42 | 42 | 20 | 2.90 | 22852.5 | 24610.4 | 10.4 | 66193.38 | 2206.3 | 2376.0 |
|  |  |  | DR | 13 | 0 | 0 | 0.00 | 23484.2 | 16774.4 | 10.8 | 0.00 | 2166.3 | 1547.4 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 498 | 300 | 0.42 | 47961.0 | 22447.9 | 14.2 | 16392.99 | 3372.1 | 1578.3 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 800 | 280 | 0.35 | 27001.6 | 16144.4 | 13.8 | 8896.00 | 1956.6 | 1169.9 |
|  |  |  | VP | 63 | 63 | 0 | 0.00 | 18944.0 | 0.0 | 22.7 | 0.00 | 833.0 | 0.0 |
|  |  |  | DR | 31 | 22 | 31 | 0.00 | 29014.9 | 24309.8 | 13.2 | 0.00 | 2194.4 | 1838.5 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 582 | 270 | 0.29 | 32760.5 | 18638.1 | 13.1 | 8995.74 | 2510.1 | 1428.0 |
| 2078 | NY | New York-MTNR | CR | 782 | 0 | 0 | 1.16 | 47082.2 | 26049.1 | 35.1 | 43112.78 | 1340.8 | 741.8 |
| 5015 | OH | Cleveland RTA | MB | 567 | 545 | 265 | 0.78 | 33430.6 | 18574.4 | 15.0 | 25130.55 | 2227.1 | 1237.4 |
|  |  |  | RR | 46 | 45 | 10 | 1.20 | 47457.4 | 29456.3 | 26.6 | 55905.26 | 1785.8 | 1108.4 |
|  |  |  | SC | 28 | 28 | 7 | 1.08 | 37939.5 | 20829.5 | 23.7 | 40857.88 | 1599.9 | 878.4 |
|  |  |  | DR | 49 | 22 | 41 | 0.00 | 16161.7 | 12742.9 | 10.3 | 0.00 | 1565.1 | 1234.0 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 482 | 252 | 0.35 | 44550.4 | 21409.1 | 16.7 | 15256.33 | 2662.8 | 1279.6 |
| 6004 | TX | Dallas TS | MB | 452 | 448 | 166 | 0.33 | 30778.1 | 16214.1 | 14.7 | 10220.18 | 2087.1 | 1099.5 |
| 6008 | TX | Houston-MTA | MB | 600 | 600 | 290 | 0.31 | 47396.4 | 22915.3 | 13.4 | 14742.27 | 3527.0 | 1705.2 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 442 | 240 | 0.39 | 39625.4 | 22337.4 | 12.4 | 14692.42 | 3207.8 | 1808.3 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9036 | CA | Orange County TD | MB | 327 | 327 | 279 | 0.15 | 48979.3 | 21931.0 | 14.6 | 7380.07 | 3352.7 | 1501.2 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 221 | 38 | 0.39 | 33161.5 | 20318.0 | 22.4 | 12598.75 | 1478.1 | 905.6 |
|  |  |  | FB | 3 | 3 | 2 | 0.08 | 23247.0 | 1783.7 | 10.4 | 1864.73 | 2244.3 | 172.2 |
|  |  |  | VP | 16 | 16 | 0 | 0.00 | 19609.8 | 0.0 | 38.3 | 0.00 | 512.5 | 0.0 |
| 9003 | CA | San Francisco-BART | RR | 327 | 327 | 141 | 2.30 | 90398.1 | 135908.9 | 27.8 | 208170.39 | 3257.1 | 4896.9 |
| 9009 | CA | San Mateo County District | MB | 251 | 214 | 201 | 0.31 | 33104.1 | 28190.6 | 12.5 | 8735.25 | 2638.8 | 2247.1 |
|  |  |  | DR | 12 | 0 | 0 | 0.00 | 34257.9 | 0.0 | 14.6 | 0.00 | 2338.9 | 0.0 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 389 | 238 | 0.37 | 46459.9 | 20148.2 | 14.2 | 14973.41 | 3268.7 | 1417.5 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 342 | 195 | 0.45 | 44138.3 | 21909.0 | 14.6 | 18460.66 | 3019.8 | 1499.0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 0 | 0 | 1.12 | 38206.2 | 47072.7 | 32.8 | 36057.61 | 1163.1 | 1433.0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 0 | 0 | 0.95 | 34167.8 | 24654.4 | 30.7 | 24654.42 | 1113.7 | 803.6 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 365 | 130 | 0.75 | 30029.6 | 17836.1 | 10.5 | 22660.45 | 2857.1 | 1697.0 |
|  |  |  | SC | 22 | 20 | 12 | 1.67 | 32150.8 | 17251.7 | 8.7 | 53584.70 | 3711.6 | 1991.6 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 189 | 54 | 0.18 | 36477.9 | 18287.3 | 21.3 | 5511.05 | 1709.3 | 856.9 |
|  |  |  | DR | 146 | 0 | 0 | 0.00 | 27561.6 | 28906.1 | 17.1 | 0.00 | 1610.8 | 1689.4 |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 170 | 88 | 0.24 | 30046.1 | 20911.6 | 12.4 | 5245.96 | 2432.6 | 1693.1 |
|  |  |  | DR | 6 | 3 | 3 | 0.00 | 30600.0 | 27000.0 | 17.1 | 0.00 | 1785.0 | 1575.0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 277 | 167 | 0.21 | 36478.6 | 17403.2 | 11.0 | 5613.32 | 3314.3 | 1581.2 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 253 | 139 | 0.29 | 34254.3 | 17472.4 | 11.1 | 9749.51 | 3083.3 | 1572.7 |
| 2098 | NY | New York-PATH | RR | 260 | 248 | 121 | 9.42 | 42372.2 | 33149.2 | 13.6 | 380735.51 | 3127.1 | 2446.4 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 257 | 117 | 0.26 | 30300.3 | 19971.4 | 13.9 | 8017.28 | 2175.9 | 1434.1 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 275 | 123 | 0.35 | 32255.1 | 18641.1 | 12.8 | 11168.33 | 2521.6 | 1457.3 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 247 | 225 | 1.51 | 40576.1 | 14985.5 | 9.9 | 41329.11 | 4103.7 | 1515.6 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 363 | 167 | 0.26 | 38504.4 | 24478.3 | 14.0 | 9428.70 | 2759.9 | 1754.6 |
|  |  |  | DR | 16 | 0 | 0 | 0.00 | 48583.7 | 42510.8 | 23.3 | 0.00 | 2088.9 | 1827.8 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 244 | 204 | 0.22 | 43673.3 | 28204.3 | 17.7 | 9315.07 | 2463.6 | 1591.0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | 134 | 88 | 0.28 | 40204.9 | 21723.6 | 13.0 | 10751.26 | 3101.9 | 1676.0 |
|  |  |  | VP | 95 | 95 | 0 | 0.00 | Q | Q | Q | Q | 626.0 | 0.0 |
|  |  |  | DR | 58 | 56 | 24 | 0.00 | Q | Q | Q | Q | 1812.5 | 1990.2 |

TABLE 3.18.1 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 85 | 49 | 0.22 | 29992.2 | 21643.9 | 13.1 | 6576.60 | 2282.0 | 1646.8 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 113 | 65 | 0.28 | 42876.3 | 23181.9 | 15.6 | 11481.09 | 2748.9 | 1486.2 |
| | | | DR | 15 | 0 | 0 | 0.00 | 23346.2 | 20233.3 | 11.2 | 0.00 | 2080.0 | 1802.7 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 238 | 140 | 0.19 | 30243.2 | 19052.1 | 15.0 | 5795.40 | 2022.4 | 1274.1 |
| 9023 | CA | Long Beach PTC | MB | 130 | 130 | 90 | 0.32 | 41970.3 | 19110.8 | 11.9 | 13350.00 | 3532.9 | 1608.7 |
| 9019 | CA | Sacramento RTD | MB | 189 | 186 | 121 | 0.22 | 35489.7 | 20869.7 | 14.6 | 7836.04 | 2432.9 | 1430.6 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 0 | 0 | 0.12 | 56486.9 | 30126.3 | 15.1 | 4827.08 | 3750.0 | 2000.0 |
| 9026 | CA | San Diego TS | MB | 201 | 195 | 154 | 0.23 | 49293.7 | 20330.5 | 12.7 | 11051.13 | 3888.0 | 1603.6 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 207 | 89 | 0.23 | 27182.8 | 15890.5 | 11.9 | 6252.04 | 2285.3 | 1336.0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 101 | 61 | 0.22 | 35456.3 | 19170.7 | 13.4 | 7905.28 | 2651.3 | 1433.5 |
| 3031 | DE | Wilmington-DART | MB | 100 | 85 | 40 | 0.26 | 23008.4 | 18108.5 | 12.9 | 5008.23 | 1781.0 | 1401.8 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 125 | 119 | 0.27 | 54173.3 | 22122.4 | 14.4 | 9160.80 | 3749.9 | 1531.3 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 125 | 101 | 0.17 | 47227.2 | 23491.4 | 15.2 | 7631.07 | 3116.9 | 1550.4 |
| 4040 | FL | Jacksonville TA | MB | 176 | 154 | 74 | 0.17 | 37400.4 | 24251.2 | 14.4 | 5575.67 | 2598.8 | 1685.1 |
| | | | DR | 7 | 4 | 3 | 0.00 | 13740.4 | 13175.8 | 12.7 | 0.00 | 1082.4 | 1037.9 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 0 | 0 | 2.25 | 27471.6 | 34521.9 | 37.6 | 51328.59 | 731.3 | 918.9 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 0 | 0 | 1.02 | 24941.2 | 26533.2 | 30.0 | 24043.56 | 830.7 | 883.7 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 0 | 0 | 0.19 | 33505.6 | 21302.9 | 12.7 | 6379.06 | 2644.2 | 1681.2 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 166 | 65 | 0.27 | 29330.0 | 19988.6 | 13.1 | 7951.86 | 2237.0 | 1524.5 |
| | | | DR | 6 | 6 | 4 | 0.00 | 36579.2 | 36579.2 | 17.1 | 0.00 | 2138.0 | 2138.0 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 207 | 101 | 0.21 | 34155.8 | 26459.5 | 13.2 | 7124.82 | 2581.4 | 1999.7 |
| | | | DR | 9 | 0 | 0 | 0.00 | 33156.6 | 31084.3 | 15.6 | 0.00 | 2131.3 | 1998.1 |
| 1073 P | MA | Boston-Caravan | VP | 187 | 187 | 0 | 0.00 | 15963.4 | 0.0 | 15.8 | 0.00 | 1008.0 | 0.0 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 93 | 56 | 0.36 | 32740.0 | 13585.1 | 17.1 | 9773.13 | 1915.2 | 794.7 |
| | | | DR | 14 | 0 | 0 | 0.00 | 23177.2 | 18026.7 | 12.5 | 0.00 | 1857.1 | 1444.4 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 61 | 37 | 0.24 | 37099.5 | 23471.1 | 14.2 | 8637.50 | 2616.6 | 1655.4 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 221 | 87 | 0.26 | 33861.5 | 17691.3 | 14.0 | 8960.01 | 2423.9 | 1266.4 |
| 4008 | NC | Charlotte TS | MB | 100 | 74 | 42 | 0.28 | 37607.4 | 20230.2 | 13.4 | 8216.75 | 2796.1 | 1504.1 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 57 | 25 | 0.25 | 25521.1 | 20204.2 | 13.4 | 6311.08 | 1903.1 | 1506.7 |
|  |  |  | DR | 20 | 0 | 0 | 0.00 | 22284.0 | 16713.0 | 12.4 | 0.00 | 1800.8 | 1350.6 |
| 7002 | NE | TA of Omaha | MB | 154 | 147 | 64 | 0.24 | 33275.4 | 21989.5 | 12.8 | 7765.98 | 2602.2 | 1719.6 |
|  |  |  | DR | 11 | 0 | 0 | 0.00 | 24554.8 | 22322.5 | 11.8 | 0.00 | 2080.2 | 1891.1 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 140 | 72 | 1.75 | 22876.7 | 14435.1 | 8.0 | 36491.69 | 2843.1 | 1794.0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 175 | 40 | 1.53 | 20941.1 | 17675.1 | 16.3 | 32056.32 | 1283.8 | 1083.5 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 142 | 107 | 0.80 | 34882.5 | 15157.8 | 8.8 | 28064.29 | 3961.4 | 1721.4 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 153 | 65 | 1.80 | 23154.6 | 16225.7 | 9.1 | 41588.30 | 2546.2 | 1784.3 |
| 2113 | NY | Rochester-RTS | MB | 195 | 170 | 64 | 0.33 | 31767.6 | 18732.3 | 12.8 | 10392.79 | 2483.5 | 1464.4 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 98 | 39 | 1.21 | 23359.6 | 17892.4 | 9.3 | 28346.43 | 2500.9 | 1915.6 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 113 | 55 | 0.46 | 28557.2 | 19276.1 | 11.9 | 10605.83 | 2407.4 | 1625.0 |
|  |  |  | DR | 15 | 0 | 0 | 0.00 | 27579.8 | 38611.7 | 12.9 | 0.00 | 2129.8 | 2981.7 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 226 | 142 | 0.86 | 41996.5 | 24601.8 | 13.6 | 36056.02 | 3095.7 | 1813.5 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 140 | 50 | 1.31 | 24297.2 | 16032.5 | 13.0 | 28187.92 | 1862.2 | 1228.8 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 95 | 45 | 0.40 | 26483.2 | 16530.5 | 12.3 | 10462.49 | 2153.7 | 1344.3 |
|  |  |  | DR | 13 | 6 | 12 | 0.00 | 22722.7 | 22722.7 | 12.9 | 0.00 | 1757.0 | 1757.0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 80 | 56 | 0.14 | 38310.1 | 19323.1 | 14.3 | 5178.87 | 2671.0 | 1347.2 |
|  |  |  | TB | 61 | 52 | 37 | 0.46 | 34290.9 | 21388.0 | 10.9 | 15703.79 | 3132.9 | 1954.1 |
|  |  |  | DR | 6 | 0 | 0 | 0.00 | 50268.7 | 26227.1 | 13.1 | 0.00 | 3846.7 | 2007.0 |
| 5022 | OH | Toledo RTA | MB | 178 | 170 | 62 | 0.22 | 29889.7 | 20839.4 | 14.0 | 6563.81 | 2132.2 | 1486.6 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 167 | 88 | 0.45 | 31160.6 | 16253.8 | 10.8 | 12606.33 | 2894.5 | 1509.8 |
| 4003 | TN | Memphis Area TA | MB | 139 | 139 | 69 | 0.20 | 43396.4 | 25624.9 | 14.3 | 8790.59 | 3035.9 | 1792.7 |
|  |  |  | DR | 7 | 0 | 0 | 0.00 | 46986.1 | 0.0 | 18.0 | 0.00 | 2616.6 | 0.0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 104 | 40 | 0.45 | 39459.1 | 24427.0 | 13.8 | 15681.10 | 2851.5 | 1765.2 |
|  |  |  | VP | 12 | 12 | 0 | 0.00 | 18206.8 | 0.0 | 47.1 | 0.00 | 386.3 | 0.0 |
| 6006 | TX | El Paso PTA | MB | 84 | 81 | 52 | 0.21 | 41264.4 | 22135.2 | 12.6 | 8419.19 | 3276.9 | 1757.8 |
|  |  |  | DR | 8 | 8 | 5 | 0.00 | 47006.5 | 34186.5 | 20.1 | 0.00 | 2339.9 | 1701.7 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 101 | 50 | 0.29 | 31152.6 | 19185.4 | 12.9 | 8643.98 | 2419.2 | 1489.9 |

TABLE 3.18.1 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 150 | 66 | 0.40 | 30112.1 | 17305.8 | 11.1 | 11908.31 | 2715.6 | 1560.7 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 78 | 24 | 0.18 | 22684.2 | 18944.0 | 11.2 | 3869.16 | 2029.4 | 1694.8 |
| | | | DR | 17 | 0 | 0 | 0.00 | Q | Q | Q | 0.00 | 1265.0 | 1581.2 |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 98 | 66 | 0.18 | 46423.9 | 24997.5 | 14.4 | 8219.58 | 3224.2 | 1736.1 |
| | | | VP | 8 | 0 | 0 | 0.00 | 15960.8 | 0.0 | 28.4 | 0.00 | 561.4 | 0.0 |
| | | | DR | 18 | 0 | 0 | 0.00 | 33205.3 | 21346.3 | 13.6 | 0.00 | 2438.9 | 1567.9 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 104 | 75 | 0.16 | 49920.5 | 22631.8 | 13.6 | 7459.39 | 3664.4 | 1661.3 |
| | | | DR | 25 | 0 | 0 | 0.00 | 30043.8 | 30043.8 | 14.8 | 0.00 | 2024.0 | 2024.0 |
| 5005 | WI | Madison Metro | MB | 173 | 130 | 76 | 0.48 | 28165.0 | 17742.7 | 13.9 | 11209.56 | 2029.4 | 1278.4 |
| | | | DR | 9 | 0 | 0 | 0.00 | 33760.2 | 13504.1 | 10.9 | 0.00 | 3110.8 | 1244.3 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 49 | 34 | 0.23 | 44372.5 | 24707.4 | 13.0 | 7497.42 | 3419.4 | 1904.0 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 51 | 30 | 0.14 | 35165.9 | 19305.3 | 12.4 | 4862.96 | 2837.5 | 1557.7 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 51 | 29 | 0.10 | 39096.7 | 14554.2 | 12.4 | 3297.94 | 3162.5 | 1177.3 |
| 9027 | CA | Fresno TS | MB | 67 | 66 | 59 | 0.18 | 46651.5 | 23503.8 | 14.3 | 8149.81 | 3257.6 | 1641.2 |
| | | | DR | 9 | 0 | 0 | 0.00 | 24469.7 | 22022.7 | 12.2 | 0.00 | 2012.1 | 1810.9 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 85 | 63 | 0.08 | 80465.3 | 35092.6 | 19.8 | 6173.44 | 4068.2 | 1774.2 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 31 | 29 | 0.09 | 61121.9 | 27941.5 | 17.6 | 4936.65 | 3469.8 | 1586.2 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 57 | 50 | 0.13 | 59826.6 | 19745.9 | 14.3 | 7264.84 | 4197.6 | 1385.4 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 90 | 67 | 0.37 | 36869.7 | 21488.5 | 12.5 | 13528.86 | 2959.2 | 1724.7 |
| 9012 | CA | Stockton MTD | MB | 43 | 37 | 29 | 0.22 | 35658.2 | 21593.3 | 12.5 | 6755.51 | 2845.2 | 1722.9 |
| | | | DR | 7 | 6 | 6 | 0.00 | 26446.2 | 21442.8 | 11.3 | 0.00 | 2340.0 | 1897.3 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 36 | 36 | 0.12 | 49608.6 | 25513.0 | 15.7 | 5705.78 | 3154.7 | 1622.4 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 43 | 42 | 0.13 | 44384.0 | 20521.6 | 14.0 | 5663.24 | 3167.4 | 1464.5 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 0 | 0 | 0.00 | 24150.0 | 19034.5 | 11.7 | 0.00 | 2063.3 | 1626.2 |
| 4035 | FL | Orlando TCT | MB | 69 | 66 | 54 | 0.08 | 52927.3 | 23763.3 | 14.9 | 4082.28 | 3552.6 | 1595.1 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 42 | 34 | 0.11 | 46173.4 | 22104.3 | 15.5 | 4206.08 | 2985.9 | 1429.4 |
| | | | DR | 12 | 0 | 0 | 0.00 | 30607.1 | 21108.4 | 13.6 | 0.00 | 2255.4 | 1555.4 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 43 | 49 | 0.27 | 50465.0 | 23110.1 | 11.2 | 13395.37 | 4513.3 | 2066.9 |
| | | | DR | 9 | 0 | 0 | 0.00 | 24026.7 | 24572.7 | 15.2 | 0.00 | 1584.7 | 1620.7 |
| 7010 | IA | Des Moines MTA | MB | 74 | 74 | 28 | 0.25 | 27846.4 | 21243.6 | 11.9 | 6848.23 | 2346.1 | 1789.8 |
| | | | DR | 16 | 0 | 0 | 0.00 | 21770.6 | 19244.8 | 14.4 | 0.00 | 1514.1 | 1338.4 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 44 | 21 | 0.39 | 35202.3 | 19857.7 | 13.7 | 13707.09 | 2566.3 | 1447.7 |
| 5058 | IL | Rockford MTD | MB | 40 | 33 | 24 | 0.14 | 28016.1 | 18490.6 | 10.9 | 3196.85 | 2560.5 | 1690.0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 0 | 0 | 0.13 | 42182.5 | 24493.1 | 19.1 | 5315.89 | 2211.3 | 1284.0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 0 | 0 | 0.20 | 47364.2 | 23778.0 | 13.4 | 7449.47 | 3538.8 | 1776.6 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 49 | 17 | 0.26 | 26879.8 | 19088.5 | 12.1 | 6260.02 | 2230.1 | 1583.7 |
| 5052 | IN | South Bend PTC | MB | 48 | 43 | 28 | 0.29 | 40186.6 | 20329.7 | 13.4 | 10614.40 | 2993.5 | 1514.4 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 74 | 24 | 0.25 | 30818.7 | 23271.2 | 13.8 | 7477.32 | 2238.0 | 1689.9 |
| | | | DR | 8 | 0 | 0 | 0.00 | 32491.5 | 32491.5 | 16.3 | 0.00 | 1995.5 | 1995.5 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 39 | 34 | 0.23 | 31941.7 | 19773.4 | 9.9 | 7122.51 | 3224.8 | 1996.3 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 46 | 36 | 0.17 | 33026.0 | 20444.7 | 12.4 | 5724.51 | 2659.9 | 1646.6 |
| 1004 | MA | Brockton Area TA | MB | 40 | 0 | 0 | 0.21 | 31823.7 | 16795.8 | 12.3 | 6459.94 | 2577.4 | 1360.3 |
| | | | DR | 24 | 0 | 0 | 0.00 | 29063.4 | 24911.5 | 16.7 | 0.00 | 1739.4 | 1490.9 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 72 | 35 | 0.39 | 23994.4 | 17072.9 | 10.3 | 9384.69 | 2327.2 | 1655.9 |
| | | | DR | 7 | 0 | 0 | 0.00 | 14960.7 | 14960.7 | 9.6 | 0.00 | 1562.4 | 1562.4 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 63 | 33 | 0.44 | 25654.4 | 17909.7 | 11.7 | 11167.21 | 2188.1 | 1527.5 |
| 1014 | MA | Worcester RTA | MB | 56 | 56 | 43 | 0.17 | 35355.3 | 17901.4 | 11.6 | 6127.82 | 3036.9 | 1537.7 |
| | | | DR | 3 | 0 | 0 | 0.00 | 8007.3 | 10444.3 | 7.4 | 0.00 | 1075.7 | 1403.0 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 41 | 23 | 0.03 | 30360.8 | 17782.7 | 15.3 | 840.51 | 1985.2 | 1162.7 |
| | | | DR | 3 | 0 | 0 | 0.00 | 38624.7 | 38624.7 | 17.6 | 0.00 | 2192.7 | 2192.7 |
| 5032 | MI | Flint-MTA | MB | 51 | 0 | 0 | 0.29 | 42905.6 | 21194.3 | 14.2 | 9888.31 | 3026.8 | 1495.2 |
| | | | DR | 6 | 0 | 0 | 0.00 | 23768.8 | 9230.6 | 12.7 | 0.00 | 1865.3 | 724.4 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 41 | 32 | 0.27 | 35201.5 | 21078.7 | 14.9 | 7154.77 | 2363.1 | 1415.1 |
| | | | DR | 4 | 4 | 3 | 0.00 | 27588.5 | 17516.5 | 11.6 | 0.00 | 2376.3 | 1508.7 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 35 | 26 | 0.17 | 45794.5 | 24772.9 | 14.0 | 6938.56 | 3264.7 | 1766.1 |
| | | | DR | 8 | 0 | 0 | 0.00 | 41344.9 | 19342.6 | 12.0 | 0.00 | 3433.0 | 1606.1 |

TABLE 3.18.1 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIRECTIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERATOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIRECTIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERATOR |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5025 | MN | Duluth TA | MB | 68 | 62 | 24 | 0.33 | 27918.3 | 19352.1 | 12.3 | 9100.89 | 2275.9 | 1577.6 |
| | | | DR | 3 | 0 | 0 | 0.00 | 31195.0 | 0.0 | 12.7 | 0.00 | 2465.0 | 0.0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 40 | 20 | 0.19 | 34943.8 | 20467.1 | 13.2 | 5343.88 | 2642.7 | 1547.8 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 28 | 21 | 0.35 | 41692.7 | 19786.4 | 14.5 | 7909.19 | 2877.0 | 1365.4 |
| | | | DR | 13 | 0 | 0 | 0.00 | 18819.3 | 15290.7 | 9.4 | 0.00 | 2004.5 | 1628.7 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 0 | 0 | 0.17 | 51540.1 | 32451.2 | 27.0 | 8868.23 | 1909.1 | 1202.0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 90 | 16 | 3.08 | 41890.9 | 82036.3 | 29.0 | 129106.30 | 1444.5 | 2828.8 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 73 | 61 | 0.13 | Q | Q | Q | Q | 2971.7 | 1646.7 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 76 | 80 | 0.13 | 26282.5 | 18195.6 | 13.5 | 3488.83 | 1950.8 | 1350.5 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 0 | 0 | 0.19 | 68133.5 | 66347.2 | 33.2 | 10263.45 | 2053.8 | 2000.0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 92 | 35 | 2.23 | 21938.4 | 12842.0 | 7.9 | 48978.84 | 2772.9 | 1623.2 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 0 | 0 | 0.69 | 31671.1 | 20939.6 | 13.8 | 21974.73 | 2296.2 | 1518.1 |
| | | | DR | 4 | 0 | 0 | 0.00 | 6453.0 | 5162.4 | 8.1 | 0.00 | 794.0 | 635.2 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 82 | 37 | 0.14 | 34544.7 | 23605.6 | 15.8 | 4983.58 | 2179.9 | 1489.6 |
| | | | DR | 4 | 0 | 0 | 0.00 | Q | Q | Q | 0.00 | 2295.0 | 1836.0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 52 | 41 | 0.11 | 47090.9 | 23228.7 | 14.4 | 4979.81 | 3274.5 | 1615.2 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 51 | 26 | 0.12 | 33149.0 | 21053.5 | 12.8 | 4015.68 | 2580.0 | 1638.6 |
| 3013 | PA | Erie MTA | MB | 57 | 55 | 23 | 0.23 | 29521.3 | 20774.3 | 12.2 | 6730.86 | 2426.2 | 1707.4 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 61 | 30 | 0.50 | 25790.3 | 18082.9 | 11.7 | 13012.49 | 2201.6 | 1543.6 |
| 3024 | PA | Reading-BARTA | MB | 43 | 43 | 21 | 0.09 | 24668.6 | 19643.5 | 10.0 | 2219.14 | 2470.6 | 1967.3 |
| | | | DR | 18 | 18 | 10 | 0.00 | 25440.6 | 28620.6 | 14.7 | 0.00 | 1728.8 | 1944.9 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 32 | 27 | 0.48 | Q | Q | Q | Q | 4066.3 | 1819.1 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 42 | 17 | 0.24 | 38332.5 | 27758.0 | 15.1 | 5594.04 | 2534.0 | 1834.9 |
| | | | IP | 2 | 0 | 0 | 1.00 | 9411.0 | 4705.5 | 5.7 | 9411.00 | 1647.0 | 823.5 |
| | | | VP | 3 | 3 | 0 | 0.00 | 20910.0 | 0.0 | 24.6 | 0.00 | 850.0 | 0.0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 46 | 27 | 0.15 | 37663.9 | 19687.9 | 13.4 | 5122.82 | 2806.0 | 1466.8 |
| | | | DR | 5 | 0 | 0 | 0.00 | 28682.4 | 28682.4 | 14.8 | 0.00 | 1942.8 | 1942.8 |
| 6002 | TX | Austin TS | MB | 73 | 67 | 45 | 0.22 | 36886.5 | 23492.3 | 12.8 | 7466.44 | 2883.2 | 1836.3 |
| | | | DR | 10 | 0 | 0 | 0.00 | 38433.0 | 22945.1 | 10.5 | 0.00 | 3666.9 | 2189.2 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6003 | TX | Corpus Christi TS | MB | 42 | 29 | 23 | 0.21 | 37088.8 | 25013.4 | 12.7 | 5351.12 | 2920.9 | 1969.9 |
|  |  |  | DR | 9 | 0 | 0 | 0.00 | 35414.9 | 34916.1 | 17.4 | 0.00 | 2032.0 | 2003.4 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 0 | 0 | 0.08 | 22172.9 | 31180.7 | 15.6 | 1665.74 | 1418.6 | 1994.9 |
|  |  |  | VP | 2 | 0 | 0 | 0.00 | 8590.5 | 0.0 | 17.3 | 0.00 | 498.0 | 0.0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 48 | 43 | 0.94 | 45874.9 | 21639.1 | 16.5 | 41254.42 | 2779.1 | 1310.9 |
|  |  |  | VP | 1 | 1 | 0 | 0.00 | 21201.0 | 0.0 | 55.4 | 0.00 | 383.0 | 0.0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 39 | 30 | 0.17 | 37770.4 | 21410.5 | 14.0 | 6241.71 | 2700.3 | 1530.7 |
|  |  |  | VP | 18 | 0 | 0 | 0.00 | 21450.3 | 0.0 | 43.8 | 0.00 | 489.9 | 0.0 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 40 | 17 | 0.10 | Q | Q | Q | Q | 2549.6 | 1731.4 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 45 | 29 | 0.15 | 50831.2 | 22701.3 | 13.6 | 7463.24 | 3749.3 | 1674.4 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4043 | AL | Mobile TA | MB | 35 | 32 | 35 | 0.12 | 42539.4 | 21366.8 | 14.0 | 4869.23 | 3032.3 | 1523.1 |
|  |  |  | DR | 1 | 0 | 0 | 0.00 | 49712.0 | 33141.3 | 15.2 | 0.00 | 3280.0 | 2186.7 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 29 | 16 | 0.18 | 31425.9 | 19186.3 | 12.2 | 5597.97 | 2580.4 | 1575.4 |
|  |  |  | DR | 1 | 0 | 0 | 0.00 | 38505.0 | 25670.0 | 12.6 | 0.00 | 3060.0 | 2040.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 0 | 0 | 0.12 | 50426.0 | 23331.4 | 13.7 | 5456.22 | 3685.2 | 1705.1 |
| 9010 | CA | City of Torrance TS | MB | 25 | 25 | 24 | 0.14 | 55428.3 | 24967.7 | 13.5 | 7918.33 | 4102.8 | 1848.1 |
|  |  |  | DR | 5 | 0 | 0 | 0.00 | 18495.4 | 0.0 | 10.7 | 0.00 | 1722.6 | 0.0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 30 | 18 | 0.19 | 41988.3 | 25759.7 | 14.0 | 7804.52 | 2991.9 | 1835.5 |
|  |  |  | DR | 10 | 0 | 0 | 0.00 | 14499.7 | 0.0 | 9.8 | 0.00 | 1485.4 | 0.0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 24 | 24 | 0.14 | 42957.0 | 0.0 | 14.4 | 6203.17 | 2991.7 | 0.0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 29 | 25 | 0.25 | 44457.8 | 19534.5 | 11.8 | 11260.04 | 3775.4 | 1658.9 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 18433.5 | 18433.5 | 12.3 | 0.00 | 1500.5 | 1500.5 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 33 | 30 | 0.10 | 46542.1 | 23936.0 | 14.9 | 4086.63 | 3126.9 | 1608.1 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 43 | 45 | 0.21 | 44210.2 | 28354.7 | 14.2 | 9071.61 | 3119.8 | 2000.9 |
| 1057 | CT | Norwalk TD | MB | 18 | 18 | 18 | 0.19 | 45046.2 | 22093.5 | 13.8 | 8526.09 | 3266.6 | 1602.1 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 30 | 33 | 0.11 | 24713.8 | 19989.1 | 10.8 | 2633.37 | 2285.1 | 1848.2 |

TABLE 3.18.1 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 0 | 0 | 0.00 | 18560.3 | 18560.3 | 14.0 | 0.00 | 1328.3 | 1328.3 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 0 | 0 | 0.08 | 61821.0 | 26878.7 | 17.1 | 3912.72 | 3608.6 | 1569.0 |
|  |  |  | DR | 17 | 0 | 0 | 0.00 | 16684.1 | 25784.5 | 13.8 | 0.00 | 1210.7 | 1871.1 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 0 | 0 | 0.21 | 41186.6 | 23660.4 | 14.7 | 8475.89 | 2796.1 | 1606.3 |
|  |  |  | DR | 8 | 0 | 0 | 0.00 | 39174.4 | 31339.5 | 18.1 | 0.00 | 2167.5 | 1734.0 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 0 | 0 | 0.00 | 27512.9 | 15374.9 | 12.8 | 0.00 | 2142.0 | 1197.0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 0 | 0 | 0.11 | 43807.3 | 19837.3 | 11.9 | 4679.02 | 3680.0 | 1666.4 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 46927.5 | 31285.0 | 15.4 | 0.00 | 3049.0 | 2032.7 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 34 | 27 | 0.20 | 33996.1 | 20457.8 | 11.8 | 6432.20 | 2891.3 | 1739.9 |
|  |  |  | DR | 8 | 0 | 0 | 0.00 | 18450.5 | 18450.5 | 14.8 | 0.00 | 1247.6 | 1247.6 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 0 | 0 | 0.12 | 44747.0 | 25795.3 | 15.9 | 5467.84 | 2822.1 | 1626.8 |
| 4023 | GA | Augusta TD | MB | 20 | 20 | 19 | 0.17 | 41646.4 | 18107.2 | 11.0 | 6970.12 | 3790.1 | 1647.9 |
| 4024 | GA | Columbus-METRA | MB | 31 | 29 | 23 | 0.12 | 51932.6 | 25100.8 | 13.9 | 5619.57 | 3735.9 | 1805.7 |
|  |  |  | DR | 2 | 1 | 1 | 0.00 | 2509.0 | 2509.0 | 6.0 | 0.00 | 420.0 | 420.0 |
| 4025 | GA | Savannah TA | MB | 39 | 33 | 28 | 0.16 | 50553.4 | 21467.9 | 12.3 | 6296.32 | 4116.1 | 1747.9 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 28 | 16 | 0.36 | 33158.8 | 20904.5 | 11.7 | 11447.69 | 2841.8 | 1791.6 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 19 | 14 | 0.25 | 39356.8 | 21674.8 | 11.1 | 9813.37 | 3541.4 | 1950.3 |
| 7012 | IA | Sioux City TS | MB | 19 | 18 | 10 | 0.14 | 29919.3 | 17951.6 | 10.4 | 4089.20 | 2890.3 | 1734.2 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 20 | 8 | 0.27 | 33760.3 | 21641.2 | 13.3 | 8612.32 | 2532.6 | 1623.5 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 22 | 11 | 0.14 | 36660.9 | 25204.4 | 15.4 | 5078.97 | 2378.1 | 1635.0 |
|  |  |  | DR | 4 | 0 | 0 | 0.00 | 27669.5 | 18446.3 | 12.4 | 0.00 | 2236.0 | 1490.7 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 34 | 25 | 0.23 | 41528.8 | 20479.9 | 13.3 | 8732.68 | 3121.9 | 1539.6 |
| 5061 | IL | Decatur Public TS | MB | 22 | 20 | 8 | 0.20 | 27577.3 | 22791.2 | 12.8 | 4924.53 | 2155.1 | 1781.1 |
|  |  |  | DR | 1 | 0 | 0 | 0.00 | 13520.0 | 16900.0 | 10.1 | 0.00 | 1335.0 | 1668.8 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 0 | 0 | 0.10 | 34397.3 | 23180.8 | 16.8 | 3542.58 | 2053.1 | 1383.6 |
|  |  |  | DR | 11 | 0 | 0 | 0.00 | 31742.0 | 40694.9 | 17.6 | 0.00 | 1804.8 | 2313.8 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 32 | 18 | 0.23 | 38126.7 | 23922.6 | 13.5 | 8696.04 | 2820.5 | 1769.7 |
| 5059 | IL | Springfield MTD | MB | 35 | 31 | 22 | 0.27 | 28200.0 | 15336.8 | 11.9 | 6734.97 | 2364.5 | 1286.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC- TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA- TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC- TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA- TOR |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 26 | 15 | 0.13 | 34430.2 | 21187.8 | 15.2 | 4392.01 | 2269.7 | 1396.7 |
| 5045 | IN | Gary PTC | MB | 26 | 26 | 26 | 0.14 | 53561.0 | 17192.4 | 12.3 | 7753.81 | 4361.7 | 1400.0 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 0 | 0 | 0.00 | 18521.2 | 18521.2 | 11.8 | 0.00 | 1563.9 | 1563.9 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 44 | 25 | 0.14 | 41985.5 | 27572.5 | 14.9 | 5675.45 | 2817.4 | 1850.2 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 26 | 13 | 0.27 | 47884.6 | 28686.6 | 15.4 | 12375.74 | 3099.4 | 1856.8 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 43 | 35 | 0.13 | 43951.6 | 25889.3 | 13.1 | 5909.68 | 3342.7 | 1969.0 |
| 1005 | MA | Lowell RTA | MB | 22 | 22 | 18 | 0.19 | 24301.1 | 15724.3 | 10.0 | 4689.69 | 2422.8 | 1567.7 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 36 | 18 | 0.36 | 26770.2 | 19667.9 | 12.4 | 9091.75 | 2167.0 | 1592.1 |
| 5034 P | MI | Jackson PTC | MB | 16 | 0 | 0 | 0.23 | 45912.4 | 20405.5 | 12.8 | 5247.13 | 3586.5 | 1594.0 |
| | | | DR | 13 | 0 | 0 | 0.00 | 24448.2 | 31782.7 | 15.6 | 0.00 | 1572.1 | 2043.7 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 30 | 23 | 0.17 | 39992.0 | 25226.9 | 14.2 | 5950.67 | 2815.2 | 1775.8 |
| 5039 | MI | Saginaw TS | MB | 31 | 31 | 14 | 0.30 | 22524.1 | 14249.9 | 12.6 | 6733.33 | 1786.3 | 1130.1 |
| | | | DR | 5 | 0 | 0 | 0.00 | 31044.8 | 31044.8 | 13.7 | 0.00 | 2268.8 | 2268.8 |
| 7003 | MO | Springfield City Utility | MB | 23 | 23 | 18 | 0.15 | 42939.3 | 21469.7 | 13.3 | 6544.76 | 3228.5 | 1614.3 |
| | | | DR | 3 | 0 | 0 | 0.00 | 27522.0 | 20641.5 | 10.8 | 0.00 | 2546.3 | 1909.8 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 30 | 14 | 0.15 | 30778.4 | 23793.8 | 13.4 | 4498.50 | 2301.2 | 1779.0 |
| | | | DR | 7 | 0 | 0 | 0.00 | 26915.3 | 38450.4 | 14.2 | 0.00 | 1898.0 | 2711.4 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 15 | 8 | 0.11 | 33983.1 | 20389.8 | 13.6 | 3089.37 | 2500.7 | 1500.4 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 20 | 13 | 0.38 | 22322.7 | 11524.1 | 9.5 | 8177.91 | 2341.1 | 1208.6 |
| | | | DR | 3 | 0 | 0 | 0.00 | 22794.0 | 17533.8 | 9.5 | 0.00 | 2394.0 | 1841.5 |
| 1002 | NH | Manchester TA | MB | 30 | 30 | 15 | 0.13 | 24511.6 | 15796.4 | 8.7 | 3187.61 | 2802.2 | 1805.9 |
| | | | DR | 2 | 0 | 0 | 0.00 | 4845.0 | 4845.0 | 5.4 | 0.00 | 892.5 | 892.5 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 0 | 0 | 0.00 | 23530.6 | 23530.6 | 10.8 | 0.00 | 2183.8 | 2183.8 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 16 | 14 | 0.15 | 71798.3 | 21273.6 | 12.8 | 6974.94 | 5620.8 | 1665.4 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 0 | 0 | 0.00 | 27447.9 | 21481.0 | 13.2 | 0.00 | 2082.6 | 1629.8 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 30 | 28 | 0.17 | 53279.0 | 18804.4 | 13.7 | 9102.34 | 3883.5 | 1370.7 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 36 | 25 | 0.18 | 33033.7 | 20863.4 | 12.7 | 6067.42 | 2604.1 | 1644.7 |
| | | | DR | 4 | 0 | 0 | 0.00 | 45339.0 | 45339.0 | 25.5 | 0.00 | 1778.0 | 1778.0 |

TABLE 3.18.1 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 0 | 0 | 1.26 | 65303.4 | 28669.8 | 20.5 | 82200.14 | 3181.4 | 1396.7 |
| 2021 | NY | Utica TA | MB | 33 | 32 | 22 | 0.20 | 34392.2 | 21164.4 | 17.0 | 6617.87 | 2028.6 | 1248.4 |
| | | | DR | 1 | 0 | 0 | 0.00 | 5360.0 | 3573.3 | 9.4 | 0.00 | 570.0 | 380.0 |
| 5011 | OH | Canton RTA | MB | 39 | 39 | 23 | 0.26 | 28127.8 | 17140.4 | 10.2 | 7372.21 | 2763.4 | 1684.0 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 34 | 29 | 0.22 | 27839.4 | 15266.7 | 11.0 | 6090.98 | 2536.6 | 1391.1 |
| | | | DR | 4 | 0 | 0 | 0.00 | 13970.0 | 13970.0 | 7.1 | 0.00 | 1968.5 | 1968.5 |
| 0025 | OR | Salem Area MTD | MB | 41 | 41 | 22 | 0.33 | 34146.7 | 20895.7 | 14.7 | 11382.22 | 2326.8 | 1423.9 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 24 | 9 | 0.06 | 23838.3 | 17336.9 | 11.6 | 1402.25 | 2057.0 | 1496.0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 43 | 25 | 0.17 | 39364.5 | 20393.7 | 12.0 | 6606.85 | 3287.3 | 1703.0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 28 | 18 | 0.09 | 37656.0 | 24035.8 | 14.5 | 3541.32 | 2595.4 | 1656.6 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 26 | 21 | 0.08 | 42419.5 | 20809.6 | 12.5 | 3380.04 | 3392.5 | 1664.2 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 20 | 10 | 0.13 | 31287.4 | 18404.4 | 12.8 | 3938.00 | 2453.0 | 1442.9 |
| 4053 | SC | Greenville TA | MB | 23 | 17 | 12 | 0.30 | 44763.6 | 24868.7 | 14.1 | 9973.55 | 3182.5 | 1768.0 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 0 | 0 | 0.00 | 0.0 | 0.0 | 0.0 | 0.00 | 680.0 | 2590.5 |
| 6010 | TX | City of Lubbock | MB | 23 | 23 | 18 | 0.16 | 40595.7 | 22773.2 | 13.9 | 6493.05 | 2910.4 | 1632.7 |
| | | | DR | 3 | 0 | 0 | 0.00 | 34352.3 | 25764.3 | 13.4 | 0.00 | 2570.0 | 1927.5 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 24 | 19 | 0.12 | 41012.0 | 22890.4 | 13.1 | 4771.15 | 3120.1 | 1741.4 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 13 | 10 | 0.25 | 41356.9 | 19965.4 | 14.6 | 5969.03 | 2832.1 | 1367.2 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 24 | 31 | 0.33 | 34224.3 | 21652.1 | 14.1 | 11227.02 | 2435.2 | 1540.7 |
| | | | VP | 1 | 1 | 0 | 0.00 | 18200.0 | 0.0 | 46.7 | 0.00 | 390.0 | 0.0 |
| | | | DR | 3 | 0 | 0 | 0.00 | 24705.0 | 18528.8 | 10.7 | 0.00 | 2301.0 | 1725.8 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 30 | 24 | 0.16 | 41534.0 | 22654.9 | 12.9 | 6558.01 | 3210.7 | 1751.3 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 12 | 8 | 0.17 | 33812.1 | 14236.7 | 10.9 | 5643.18 | 3112.1 | 1310.4 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 32 | 17 | 0.20 | 31764.9 | 22893.6 | 14.5 | 6333.20 | 2197.0 | 1583.4 |
| 5006 | WI | Belle Urban System | MB | 33 | 33 | 25 | 0.22 | 37246.8 | 22470.6 | 11.7 | 8118.51 | 3176.5 | 1916.4 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 25 | 10 | 0.19 | 25837.6 | 18998.2 | 11.6 | 4749.56 | 2222.6 | 1634.2 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 22 | 10 | 0.35 | 31071.0 | 20164.0 | 12.8 | 10037.61 | 2430.0 | 1577.0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIRECTIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERATOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIRECTIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERATOR |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 0 | 0 | 0.00 | 10793.0 | 12453.5 | 7.2 | 0.00 | 1506.0 | 1737.7 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 0 | 0 | 0.00 | 31372.0 | 21719.1 | 14.7 | 0.00 | 2133.3 | 1476.9 |
| 9043 | CA | City of Commerce | MB | 6 | 0 | 0 | 0.07 | 40895.2 | 22719.6 | 10.9 | 2402.77 | 3735.4 | 2075.2 |
|  |  |  | DR | 1 | 0 | 0 | 0.00 | 26579.0 | 26579.0 | 12.7 | 0.00 | 2088.0 | 2088.0 |
| 9113 | CA | City of El Cerrito | DR | 2 | 0 | 0 | 0.00 | 14102.5 | 13431.0 | 7.3 | 0.00 | 1941.0 | 1848.6 |
| 9092 | CA | City of Fairfield | MB | 4 | 0 | 0 | 0.07 | 34939.3 | 25410.4 | 13.4 | 2559.65 | 2607.5 | 1896.4 |
|  |  |  | DR | 3 | 0 | 0 | 0.00 | 39200.0 | 29400.0 | 13.8 | 0.00 | 2833.3 | 2125.0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 5 | 4 | 0.07 | 56498.6 | 33234.5 | 18.2 | 3796.95 | 3107.4 | 1827.9 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 12850.0 | 16062.5 | 7.1 | 0.00 | 1799.0 | 2248.8 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 15 | 13 | 0.19 | 50330.9 | 21946.6 | 12.1 | 9641.94 | 4153.3 | 1811.0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 0 | 0 | 0.08 | 44545.3 | 23863.6 | 14.9 | 3426.56 | 2986.3 | 1599.8 |
| 9088 | CA | Napa City Bus | MB | 8 | 6 | 5 | 0.14 | 40067.7 | 28283.1 | 13.7 | 4277.69 | 2921.0 | 2061.9 |
| 9022 | CA | Norwalk TS | MB | 17 | 0 | 0 | 0.11 | 51618.1 | 25809.1 | 15.2 | 5773.08 | 3394.1 | 1697.1 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 28141.5 | 13727.6 | 9.0 | 0.00 | 3131.5 | 1527.6 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 22 | 21 | 0.15 | 46688.3 | 23344.1 | 13.0 | 6973.13 | 3604.9 | 1802.4 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 0 | 0 | 0.08 | 53452.6 | 33277.9 | 18.3 | 4267.67 | 2916.6 | 1815.8 |
|  |  |  | DR | 7 | 0 | 0 | 0.00 | 41582.7 | 27721.8 | 15.0 | 0.00 | 2764.3 | 1842.9 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 0 | 0 | 0.00 | 31689.5 | 33222.9 | 16.6 | 0.00 | 1904.0 | 1996.1 |
| 9054 | CA | San Diego Trolley | SC | 18 | 18 | 12 | 1.13 | 92909.1 | 65582.9 | 21.0 | 104522.75 | 4421.2 | 3120.9 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 0 | 0 | 0.10 | 49357.5 | 22622.2 | 14.2 | 4830.36 | 3487.8 | 1598.6 |
| 8010 | CO | City of Greeley | MB | 13 | 0 | 0 | 0.08 | 48768.8 | 30011.5 | 13.4 | 2513.85 | 3633.8 | 2236.2 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 35037.0 | 17518.5 | 9.5 | 0.00 | 3672.0 | 1836.0 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 9 | 6 | 0.08 | 43518.0 | 26110.8 | 12.5 | 2982.96 | 3468.7 | 2081.2 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 10 | 9 | 0.23 | 52637.9 | 27704.2 | 15.2 | 6836.09 | 3455.6 | 1818.7 |
|  |  |  | DR | 3 | 0 | 0 | 0.00 | 24534.0 | 7360.2 | 14.1 | 0.00 | 1740.0 | 522.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 0 | 0 | 0.00 | 26116.3 | 22709.8 | 14.2 | 0.00 | 1845.5 | 1604.8 |
| 1047 P | CT | New Britain Trans | MB | 8 | 8 | 6 | 0.13 | 45981.3 | 28080.2 | 15.5 | 6040.23 | 2957.0 | 1805.8 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 0 | 0 | 0.05 | 46282.5 | 28050.0 | 16.5 | 2542.99 | 2805.0 | 1700.0 |

TABLE 3.18.1 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 5 | 3 | 0.11 | 31512.6 | 19452.2 | 12.6 | 2972.89 | 2493.6 | 1539.3 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 17 | 15 | 0.05 | 42947.5 | 23551.8 | 16.0 | 2281.58 | 2677.1 | 1468.1 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 20 | 17 | 0.18 | 39489.1 | 18031.6 | 12.7 | 7051.63 | 3105.1 | 1417.9 |
| 1041 | CT | Westport TD | MB | 15 | 10 | 8 | 0.09 | 29900.0 | 24916.7 | 10.0 | 1758.82 | 2990.0 | 2491.7 |
| | | | DR | 1 | 0 | 0 | 0.00 | 24000.0 | 12000.0 | 16.6 | 0.00 | 1446.0 | 723.0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 17 | 16 | 0.13 | 49337.9 | 24171.3 | 14.6 | 5940.12 | 3390.0 | 1660.8 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 0 | 0 | 0.03 | 59006.6 | 28609.3 | 18.9 | 1981.33 | 3125.5 | 1515.4 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 0 | 0 | 0.11 | 53024.3 | 30299.6 | 18.3 | 4332.93 | 2901.4 | 1657.9 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 0 | 0 | 0.06 | 49864.8 | 23465.8 | 13.7 | 3226.19 | 3642.0 | 1713.9 |
| 4050 | FL | Smyrna TS | MB | 4 | 0 | 0 | 0.08 | 20130.0 | 16104.0 | 7.5 | 1548.46 | 2682.0 | 2145.6 |
| 4021 | GA | Albany TS | MB | 10 | 10 | 8 | 0.12 | 43901.5 | 23730.5 | 13.7 | 5226.37 | 3201.2 | 1730.4 |
| 4047 | GA | Athens TS | MB | 10 | 8 | 6 | 0.11 | 29890.7 | 19927.1 | 12.7 | 3396.67 | 2361.0 | 1574.0 |
| 4058 | GA | Rome TD | MB | 20 | 20 | 7 | 0.34 | 33352.1 | 24705.3 | 14.9 | 11305.81 | 2237.9 | 1657.7 |
| 7007 | IA | Bettendorf TS | MB | 3 | 0 | 0 | 0.11 | 64423.3 | 35140.0 | 17.7 | 7184.76 | 3640.7 | 1985.8 |
| | | | DR | 4 | 0 | 0 | 0.00 | 28621.0 | 22016.2 | 16.3 | 0.00 | 1752.0 | 1347.7 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 20 | 11 | 0.06 | 23057.0 | 16469.3 | 11.8 | 1471.41 | 1955.3 | 1396.7 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 6 | 3 | 0.21 | 30794.0 | 17963.2 | 11.4 | 6512.33 | 2712.0 | 1582.0 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 0 | 0 | 0.20 | 46894.2 | 22875.2 | 12.4 | 9492.75 | 3768.4 | 1838.2 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 6 | 11 | 0.41 | 32668.4 | 29946.0 | 15.0 | 13509.47 | 2176.4 | 1995.0 |
| | | | DR | 2 | 0 | 0 | 0.00 | 14204.5 | 9469.7 | 9.0 | 0.00 | 1578.0 | 1052.0 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 0 | 0 | 0.05 | 68957.3 | 38309.6 | 19.5 | 3566.76 | 3537.3 | 1965.2 |
| | | | DR | 6 | 0 | 0 | 0.00 | 23940.0 | 23940.0 | 11.9 | 0.00 | 2016.0 | 2016.0 |
| 5063 | IL | Auarora Transit | MB | 18 | 17 | 16 | 0.16 | 43423.8 | 21711.9 | 18.2 | 7079.96 | 2386.7 | 1193.3 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 2 | 0 | 0.12 | 11855.5 | 23711.0 | 12.2 | 1394.76 | 970.5 | 1941.0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 14 | 13 | 0.11 | 47303.9 | 25471.3 | 13.7 | 5070.87 | 3458.8 | 1862.4 |
| | | | DR | 2 | 0 | 0 | 0.00 | 31105.0 | 15552.5 | 11.1 | 0.00 | 2803.0 | 1401.5 |
| 5068 | IL | Elgin-DOT | MB | 18 | 18 | 13 | 0.08 | 50294.8 | 26626.6 | 15.2 | 4076.12 | 3312.3 | 1753.6 |
| 5074 | IL | Highland Park Transit | MB | 4 | 4 | 3 | 0.09 | 52508.5 | 28004.5 | 14.5 | 4751.90 | 3619.5 | 1930.4 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5055 | IL | Loves Park TS | MB | 4 | 4 | 2 | 0.13 | 36222.5 | 32197.8 | 15.8 | 4750.49 | 2292.0 | 2037.3 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 0 | 0 | 0.06 | 45182.5 | 28239.1 | 15.2 | 2738.33 | 2979.5 | 1862.2 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 19 | 11 | 0.12 | 49265.2 | 22286.6 | 18.0 | 6133.94 | 2735.1 | 1237.3 |
| 5078 | IL | Village of Niles | MB | 7 | 0 | 0 | 0.06 | 44606.4 | 15612.3 | 14.1 | 2602.04 | 3159.4 | 1105.8 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 12 | 7 | 0.37 | 28072.0 | 20794.1 | 12.8 | 10452.34 | 2185.4 | 1618.8 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 0 | 0 | 0.12 | 67696.0 | 22691.4 | 16.5 | 5511.21 | 4105.0 | 1376.0 |
| 5041 | IN | City of Anderson TS | MB | 8 | 0 | 0 | 0.10 | 34346.9 | 13084.5 | 10.0 | 3426.12 | 3425.0 | 1304.8 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 18500.0 | 7400.0 | 5.5 | 0.00 | 3337.5 | 1335.0 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 0 | 0 | 0.06 | 37168.8 | 13515.9 | 10.8 | 2219.03 | 3443.0 | 1252.0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 0 | 0 | 0.00 | 25166.9 | 19195.1 | 10.3 | 0.00 | 2450.0 | 1868.6 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 19 | 15 | 0.17 | 45187.0 | 24460.2 | 14.3 | 7172.54 | 3167.5 | 1714.6 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 0 | 0 | 0.09 | 45702.1 | 20773.7 | 12.7 | 3939.83 | 3602.1 | 1637.3 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 0 | 0 | 0.11 | 50326.3 | 22400.4 | 16.6 | 4313.69 | 3035.3 | 1351.0 |
|  |  |  | DR | 3 | 0 | 0 | 0.00 | 20240.0 | 15180.0 | 10.4 | 0.00 | 1939.7 | 1454.8 |
| 5105 | IN | Portage Township | DR | 4 | 0 | 0 | 0.00 | 19515.3 | 19515.3 | 9.1 | 0.00 | 2133.5 | 2133.5 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 15 | 11 | 0.16 | 35380.3 | 24123.0 | 12.4 | 5633.81 | 2845.5 | 1940.1 |
| 7014 | KS | Topeka MTA | MB | 22 | 22 | 13 | 0.16 | 35081.5 | 23747.5 | 15.1 | 5552.47 | 2327.6 | 1575.6 |
|  |  |  | DR | 2 | 2 | 1 | 0.00 | 34042.5 | 27234.0 | 13.6 | 0.00 | 2500.0 | 2000.0 |
| 4016 | KY | Ashland Bus System | MB | 6 | 0 | 0 | 0.11 | 37452.5 | 18726.3 | 11.6 | 2774.26 | 3234.0 | 1617.0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 0 | 0 | 0.07 | 43615.0 | 26433.3 | 12.9 | 3007.93 | 3388.0 | 2053.3 |
| 4020 | KY | Owensboro TS | MB | 6 | 0 | 0 | 0.15 | 46848.0 | 16731.4 | 12.8 | 5671.67 | 3660.0 | 1307.1 |
| 6025 | LA | Alexandria TS | MB | 11 | 0 | 0 | 0.11 | 50568.8 | 27134.5 | 14.4 | 5664.53 | 3523.6 | 1890.7 |
|  |  |  | DR | 2 | 0 | 0 | 0.00 | 19908.5 | 26544.7 | 11.8 | 0.00 | 1682.5 | 2243.3 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 2 | 1 | 0.06 | 40602.0 | 32481.6 | 17.9 | 1498.23 | 2272.0 | 1817.6 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 22 | 9 | 0.23 | 41514.5 | 22832.9 | 13.9 | 9634.16 | 2990.6 | 1644.8 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 14 | 13 | 0.16 | 41352.8 | 25062.3 | 12.5 | 6593.84 | 3305.4 | 2003.2 |
| 6023 | LA | Lake Charles TS | MB | 9 | 9 | 6 | 0.15 | 36944.4 | 22931.0 | 13.0 | 5635.59 | 2833.3 | 1758.6 |
| 6026 | LA | Monroe TS | MB | 13 | 12 | 11 | 0.13 | 40842.4 | 25283.4 | 13.4 | 5379.44 | 3052.8 | 1889.9 |

TABLE 3.18.1 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 0 | 0 | 2.00 | 11668.8 | 748.0 | 2.0 | 19448.00 | 5834.4 | 374.0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 12 | 9 | 0.07 | 45224.0 | 24667.6 | 18.8 | 3081.70 | 2411.6 | 1315.4 |
| | | | DR | 8 | 0 | 0 | 0.00 | 14478.5 | 12410.1 | 9.0 | 0.00 | 1613.7 | 1383.1 |
| 3041 | MD | Allegany County TAu | MB | 13 | 11 | 5 | 0.07 | 27289.9 | 29564.1 | 17.2 | 1930.19 | 1585.2 | 1717.3 |
| 3040 | MD | City of Annapolis | MB | 20 | 9 | 4 | 0.66 | 33674.0 | 15153.3 | 11.3 | 10035.30 | 2978.1 | 1340.2 |
| | | | DR | 4 | 0 | 0 | 0.00 | 10466.7 | 15700.0 | 10.0 | 0.00 | 1051.7 | 1577.5 |
| 3043 | MD | Columbia TS | MB | 6 | 6 | 2 | 0.10 | 30564.2 | 9169.3 | 16.0 | 3056.42 | 1905.0 | 571.5 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 10 | 8 | 0.13 | 44592.0 | 25627.6 | 14.5 | 4938.21 | 3076.4 | 1768.0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 0 | 0 | 0.15 | 27266.7 | 5453.3 | 6.0 | 4090.00 | 4566.7 | 913.3 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 15 | 10 | 0.16 | 33369.1 | 25026.8 | 13.7 | 5440.62 | 2435.7 | 1826.8 |
| | | | DR | 2 | 0 | 0 | 0.00 | 24010.0 | 34300.0 | 12.9 | 0.00 | 1863.0 | 2661.4 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 0 | 0 | 0.05 | 39734.7 | 15610.1 | 11.2 | 1883.97 | 3552.4 | 1395.6 |
| | | | DR | 1 | 0 | 0 | 0.00 | 26961.0 | 17974.0 | 12.2 | 0.00 | 2206.0 | 1470.7 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 0 | 0 | 0.00 | 39563.0 | 14653.0 | 11.6 | 0.00 | 3408.6 | 1262.4 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 14 | 11 | 0.20 | 44471.9 | 25941.9 | 13.9 | 7753.50 | 3209.5 | 1872.2 |
| | | | DR | 2 | 0 | 0 | 0.00 | 22698.5 | 15132.3 | 10.5 | 0.00 | 2167.5 | 1445.0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 0 | 0 | 0.11 | 61250.0 | 23333.3 | 18.8 | 2450.00 | 3257.5 | 1241.0 |
| 8012 | MT | Great Falls TD | MB | 13 | 13 | 7 | 0.15 | 34278.4 | 17139.2 | 15.9 | 5086.97 | 2157.9 | 1079.0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 16 | 9 | 0.14 | 36291.9 | 23700.8 | 14.4 | 4984.29 | 2520.3 | 1645.9 |
| 4005 | NC | Asheville TA | MB | 17 | 16 | 11 | 0.11 | 38957.8 | 23652.9 | 12.5 | 4226.43 | 3107.9 | 1886.9 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 13 | 11 | 0.11 | 42399.1 | 21199.5 | 12.2 | 4481.20 | 3483.5 | 1741.8 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 0 | 0 | 0.06 | 53104.2 | 29502.3 | 14.7 | 3120.11 | 3620.0 | 2011.1 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 0 | 0 | 0.00 | 29398.6 | 19599.1 | 13.7 | 0.00 | 2150.5 | 1433.7 |
| 4011 | NC | High Point City TS | MB | 16 | 10 | 5 | 0.14 | 31274.2 | 24057.1 | 14.5 | 2645.87 | 2154.3 | 1657.2 |
| | | | DR | 3 | 0 | 0 | 0.00 | 14190.5 | 9460.3 | 5.9 | 0.00 | 2421.5 | 1614.3 |
| 4006 | NC | Wilmington TA | MB | 12 | 9 | 9 | 0.14 | 45293.9 | 22646.9 | 12.4 | 4801.47 | 3648.9 | 1824.4 |
| | | | DR | 2 | 0 | 0 | 0.00 | 4479.0 | 8958.0 | 10.9 | 0.00 | 412.0 | 824.0 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 13 | 6 | 0.23 | 19611.8 | 16239.1 | 12.3 | 4520.46 | 1593.3 | 1319.3 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 10 | 3 | 0.03 | 39609.4 | 30468.8 | 18.3 | 1131.05 | 2159.1 | 1660.8 |
| 2005 | NY | Chemung County TS | MB | 21 | 0 | 0 | 0.08 | 43249.9 | 22152.4 | 11.9 | 3506.75 | 3629.7 | 1859.1 |
| | | | DR | 3 | 0 | 0 | 0.00 | 14905.3 | 14905.3 | 10.9 | 0.00 | 1368.0 | 1368.0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 0 | 0 | 0.15 | 35409.3 | 18921.0 | 10.6 | 5174.63 | 3331.7 | 1780.3 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 8 | 4 | 0.05 | 30116.3 | 24093.0 | 13.8 | 1515.28 | 2177.4 | 1741.9 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 10 | 6 | 0.04 | 40995.9 | 17371.1 | 14.7 | 1607.68 | 2781.1 | 1178.4 |
| | | | DR | 1 | 0 | 0 | 0.00 | 7519.0 | 18797.5 | 9.1 | 0.00 | 824.0 | 2060.0 |
| 2006 | NY | Long Beach TA | MB | 8 | 8 | 4 | 0.29 | 22761.3 | 12139.3 | 7.2 | 6550.00 | 3182.4 | 1697.3 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 0 | 0 | 0.06 | 69832.8 | 31742.2 | 18.9 | 4171.61 | 3688.0 | 1676.4 |
| 2083 P | NY | New York - Easyride | DR | 12 | 0 | 0 | 0.00 | 11654.9 | 11370.7 | 6.6 | 0.00 | 1764.0 | 1721.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 0 | 0 | 0.00 | 37853.8 | 19923.0 | 18.4 | 0.00 | 2054.0 | 1081.1 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 4 | 5 | 0.04 | 37648.8 | 19014.5 | 13.4 | 1498.76 | 2812.2 | 1420.3 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 4 | 2 | 4.62 | 13679.5 | 7461.5 | 4.6 | 63136.15 | 2978.0 | 1624.4 |
| | | | TR | 2 | 0 | 0 | 1.67 | 23500.0 | 1740.7 | 3.3 | 39166.67 | 7032.0 | 520.9 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 4 | 2 | 0.40 | 42125.0 | 374.4 | 10.0 | 16850.00 | 4212.5 | 37.4 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 0 | 0 | 0.07 | 42705.0 | 21352.5 | 12.7 | 3050.36 | 3351.0 | 1675.5 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 24 | 12 | 0.66 | 64293.8 | 43344.1 | 28.6 | 42508.29 | 2249.9 | 1516.8 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 11 | 8 | 0.01 | 39134.6 | 25322.4 | 15.8 | 544.57 | 2475.1 | 1601.5 |
| | | | DR | 1 | 0 | 0 | 0.00 | 21837.0 | 21837.0 | 10.9 | 0.00 | 2000.0 | 2000.0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 18 | 17 | 0.32 | 31426.9 | 20570.4 | 12.0 | 9571.66 | 2613.9 | 1710.9 |
| | | | DR | 3 | 0 | 0 | 0.00 | 9592.3 | 7194.3 | 5.1 | 0.00 | 1887.7 | 1415.8 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 0 | 0 | 0.10 | 39742.4 | 20512.2 | 12.2 | 3794.02 | 3259.9 | 1682.5 |
| | | | DR | 6 | 0 | 0 | 0.00 | 4959.8 | 29759.0 | 17.3 | 0.00 | 287.2 | 1723.0 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 0 | 0 | 0.00 | 21915.0 | 24903.4 | 10.3 | 0.00 | 2125.2 | 2415.0 |
| 5019 | OH | Middletown TS | MB | 4 | 0 | 0 | 0.06 | 52679.8 | 31450.6 | 15.4 | 3409.69 | 3422.8 | 2043.4 |
| 5013 | OH | Norwood Transit System | MB | 2 | 0 | 0 | 0.12 | 19420.0 | 16887.0 | 9.2 | 2412.42 | 2110.5 | 1835.2 |
| | | | DR | 2 | 0 | 0 | 0.00 | 10710.0 | 10710.0 | 5.3 | 0.00 | 2019.5 | 2019.5 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 0 | 0 | 0.14 | 24888.9 | 22123.4 | 12.3 | 3003.18 | 2024.0 | 1799.1 |

TABLE 3.18.1 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. | | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES | | | | ANNUAL VEHICLE REVENUE HOURS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 0 | 0 | 0.12 | 91919.2 | 25651.9 | 21.5 | 4889.32 | 4276.0 | 1193.3 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 17 | 15 | 0.08 | 47750.2 | 21361.9 | 13.6 | 3961.71 | 3511.5 | 1570.9 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 0 | 0 | 0.10 | 16224.0 | 16224.0 | 8.7 | 1622.40 | 1872.0 | 1872.0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 0 | 0 | 0.14 | 46824.0 | 23412.0 | 13.9 | 4345.61 | 3377.3 | 1688.6 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 0 | 0 | 0.15 | 47289.7 | 33102.8 | 14.4 | 7043.15 | 3280.7 | 2296.5 |
| | | | DR | 6 | 0 | 0 | 0.00 | 14750.0 | 9619.6 | 5.7 | 0.00 | 2587.7 | 1687.6 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 0 | 0 | 0.05 | 38688.0 | 25792.0 | 12.4 | 1934.40 | 3120.0 | 2080.0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 12 | 10 | 0.16 | 47958.8 | 25022.0 | 14.7 | 7905.29 | 3262.1 | 1702.0 |
| 3027 | PA | York Area TA | MB | 14 | 0 | 0 | 0.11 | 33763.9 | 21985.8 | 12.1 | 3874.54 | 2780.9 | 1810.8 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 18 | 5 | 0.09 | 20315.8 | 15236.8 | 10.5 | 1869.55 | 1935.2 | 1451.4 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 0 | 0 | 0.14 | 31326.7 | 24731.6 | 14.2 | 4271.82 | 2201.3 | 1737.9 |
| 4057 | TN | Jackson TA | MB | 10 | 10 | 7 | 0.22 | 29211.0 | 20865.0 | 10.6 | 6377.95 | 2748.7 | 1963.4 |
| 4054 | TN | Johnson City TS | MB | 5 | 0 | 0 | 0.10 | 48750.8 | 24375.4 | 13.7 | 4733.09 | 3554.0 | 1777.0 |
| 6040 | TX | Abilene Transit System | MB | 12 | 12 | 7 | 0.13 | 37522.3 | 28141.8 | 14.4 | 4810.56 | 2598.8 | 1949.1 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 14 | 13 | 0.15 | 52410.9 | 18343.8 | 15.1 | 7643.25 | 3463.7 | 1212.3 |
| 6041 | TX | Arlington Handitran | DR | 4 | 0 | 0 | 0.00 | 34611.0 | 20359.4 | 14.5 | 0.00 | 2393.0 | 1407.6 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 14 | 12 | 0.15 | 42609.3 | 24348.2 | 12.7 | 6305.81 | 3346.6 | 1912.3 |
| | | | DR | 2 | 0 | 0 | 0.00 | 23422.0 | 18737.6 | 11.1 | 0.00 | 2119.5 | 1695.6 |
| 6014 | TX | City of Brownsville | MB | 17 | 0 | 0 | 0.10 | 53305.4 | 17085.1 | 12.3 | 4512.31 | 4333.3 | 1388.9 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 6 | 0 | 0.00 | 13631.3 | 0.0 | 17.9 | 0.00 | 762.0 | 0.0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 9 | 9 | 0.18 | 47141.4 | 23570.7 | 11.5 | 7756.36 | 4115.3 | 2057.7 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 18 | 14 | 0.14 | 49274.6 | 18100.9 | 10.6 | 6321.75 | 4649.7 | 1708.0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 0 | 0 | 0.15 | 49603.5 | 18037.6 | 13.9 | 2771.15 | 3564.0 | 1296.0 |
| 6037 | TX | San Angelo TD | MB | 6 | 0 | 0 | 0.11 | 49164.0 | 32415.8 | 13.4 | 5230.21 | 3672.0 | 2421.1 |
| 6012 | TX | Waco Transit System | MB | 18 | 9 | 8 | 0.19 | 34191.0 | 18995.0 | 11.9 | 3676.45 | 2873.4 | 1596.3 |
| | | | DR | 2 | 0 | 0 | 0.00 | 15240.0 | 15240.0 | 7.5 | 0.00 | 2032.0 | 2032.0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 0 | 0 | 0.11 | 55176.8 | 25544.8 | 14.6 | 3360.34 | 3772.2 | 1746.4 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 0 | 0 | 0.13 | 17920.0 | 24216.2 | 11.3 | 2389.33 | 1587.2 | 2144.9 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | MAX. NO. OF VEHS. |  | VEHICLES OPERATED IN MAX. SERVICE PER DIREC-TIONAL MILE | ANNUAL ACTUAL VEHICLE REVENUE MILES |  |  |  | ANNUAL VEHICLE REVENUE HOURS |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | OPERATED IN AVG. PM PEAK PERIOD | OPERATED IN AVG. BASE PERIOD |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR | PER VEHICLE REVENUE HOUR (MPH) | PER DIREC-TIONAL MILE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER OPERA-TOR |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3036 | VA | Charlottesville Transit | MB | 8 | 0 | 0 | 0.09 | 45545.5 | 19177.1 | 12.2 | 4301.82 | 3734.5 | 1572.4 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 0 | 0 | 0.14 | 39500.0 | 26333.3 | 13.4 | 5642.86 | 2938.0 | 1958.7 |
|  |  |  | DR | 15 | 0 | 0 | 0.00 | 19135.7 | 28268.6 | 22.0 | 0.00 | 869.8 | 1284.9 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 21 | 20 | 0.18 | 47559.1 | 24359.5 | 13.2 | 8119.85 | 3613.5 | 1850.8 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 0 | 0 | 0.18 | 39029.4 | 18213.7 | 11.8 | 6864.47 | 3315.1 | 1547.1 |
| 1066 | VT | Chittenden County TA | MB | 20 | 20 | 14 | 0.21 | 33985.4 | 20597.2 | 10.7 | 7154.82 | 3163.9 | 1917.5 |
| 0016 | WA | City of Longview | MB | 4 | 0 | 0 | 0.08 | 44596.0 | 22298.0 | 12.6 | 3567.68 | 3553.0 | 1776.5 |
| 0023 | WA | City of Seattle | SC | 2 | 0 | 0 | 0.63 | 25544.0 | 0.0 | 9.6 | 15965.00 | 2663.0 | 0.0 |
|  |  |  | AG | 0 | 0 | 0 | 0.00 | 16588.0 | 0.0 | 5.6 | 8294.00 | 2964.0 | 0.0 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 0 | 0 | 0.00 | 24519.8 | 29317.2 | 18.9 | 0.00 | 1297.2 | 1551.0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 13 | 13 | 0.28 | 56240.4 | 2707.9 | 7.3 | 9161.97 | 7686.0 | 370.1 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 1 | 1 | 0.29 | 22881.0 | 4576.2 | 3.0 | 6729.71 | 7692.0 | 1538.4 |
| 5109 | WI | Beloit Transit System | MB | 12 | 0 | 0 | 0.18 | 31038.1 | 18669.5 | 12.8 | 3773.63 | 2415.5 | 1452.9 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 15 | 12 | 0.12 | 41606.9 | 24474.6 | 14.3 | 5149.36 | 2907.1 | 1710.0 |
| 5002 | WI | Green Bay TS | MB | 24 | 21 | 20 | 0.17 | 53994.1 | 24747.3 | 14.1 | 8306.79 | 3841.1 | 1760.5 |
| 5108 | WI | Janesville Transit System | MB | 15 | 15 | 7 | 0.04 | 29837.3 | 22377.9 | 14.8 | 1082.37 | 2021.8 | 1516.3 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 19 | 11 | 0.20 | 30357.2 | 25077.7 | 12.4 | 5390.53 | 2455.5 | 2028.5 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 16 | 8 | 0.23 | 48399.4 | 25813.0 | 13.4 | 11062.71 | 3598.7 | 1919.3 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 11 | 6 | 0.10 | 33533.4 | 29275.2 | 14.7 | 3323.13 | 2281.1 | 1991.4 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 14 | 7 | 0.24 | 31478.3 | 22034.8 | 12.2 | 7598.21 | 2574.3 | 1802.0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 0 | 0 | 0.09 | 29777.8 | 24105.9 | 14.2 | 2541.28 | 2104.4 | 1703.5 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 0 | 0 | 0.07 | 55813.8 | 37209.2 | 16.7 | 3327.20 | 3346.0 | 2230.7 |
|  |  |  | DR | 1 | 0 | 0 | 0.00 | 20716.0 | 13810.7 | 7.2 | 0.00 | 2893.0 | 1928.7 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 15 | 11 | 0.12 | 58462.1 | 28148.4 | 13.6 | 5761.99 | 4287.5 | 2064.4 |

## TABLE 3.18.2 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SER-VICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSEN-GER | PER PASSEN-GER MILE | PER EMPLOYEE | VEHICLE OPERA-TIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 207894.2 | 58.6 | 0.9 | 0.2 | 46588.5 | 2.4 | 1.2 | 0.1 | 0.8 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 149626.8 | 75.7 | 1.1 | 0.3 | 48459.5 | 3.2 | 1.3 | 0.2 | 0.8 |
| | | | RR | 264 | 557880.6 | 153.9 | 1.2 | 0.3 | 45696.3 | 1.8 | 1.9 | 1.6 | 2.3 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 184405.8 | 47.9 | 0.7 | 0.3 | 47256.3 | 3.0 | 1.0 | 0.3 | 0.4 |
| | | | RR | 890 | 228342.8 | 111.2 | 1.3 | 0.2 | 47962.4 | 1.7 | 0.8 | 1.0 | 1.0 |
| | | | DR | 40 | 115647.4 | 53.3 | 26.1 | 3.0 | 46258.9 | 2.9 | 1.1 | 0.3 | 0.0 |
| 1003 | MA | Boston-MBTA | MB | 717 | 155192.4 | 71.3 | 1.1 | 0.5 | 0.0 | 3.0 | 1.2 | 0.2 | 0.9 |
| | | | RR | 301 | 472269.4 | 137.2 | 1.1 | 0.4 | 0.0 | 3.0 | 1.5 | 2.0 | 1.9 |
| | | | SC | 90 | 248168.1 | 192.4 | 1.1 | 0.8 | 0.0 | 4.3 | 3.2 | 2.2 | 3.8 |
| | | | TB | 25 | 151018.4 | 87.6 | 1.2 | 0.5 | 0.0 | 3.4 | 2.0 | 0.5 | 0.8 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | 157236.8 | 65.0 | 1.9 | 0.2 | 48294.4 | 2.1 | 0.8 | 0.0 | 1.0 |
| | | | SC | 16 | 146097.0 | 110.4 | 0.9 | 0.5 | 55656.0 | 2.6 | 1.0 | 0.0 | 1.7 |
| | | | CR | 633 | 304323.6 | 229.8 | 5.5 | 0.2 | 53067.8 | 2.6 | 1.2 | 1.6 | 1.0 |
| 2008 | NY | New York CTA | MB | 3252 | 238036.0 | 63.4 | 0.5 | 0.3 | 49596.0 | 4.7 | 2.0 | 0.2 | 1.0 |
| | | | RR | 4932 | 359924.0 | 114.3 | 1.1 | 0.3 | 50839.7 | 1.8 | 1.2 | 1.3 | 2.0 |
| 2100 | NY | New York-LIRR | CR | 1093 | 498148.0 | 282.9 | 5.7 | 0.2 | 60536.4 | C1 | C1 | C1 | C1 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 143721.7 | 46.4 | 0.7 | 0.3 | 35066.8 | 2.6 | 1.0 | 0.2 | 0.8 |
| | | | RR | 286 | 307333.8 | 86.8 | 0.8 | 0.2 | 42116.7 | 1.3 | 0.9 | 1.3 | 2.3 |
| | | | SC | 186 | 204592.7 | 57.2 | 0.8 | 0.4 | 34500.7 | 2.8 | 1.6 | 0.9 | 1.1 |
| | | | TB | 69 | 105557.0 | 35.0 | 0.5 | 0.3 | 27484.6 | 2.2 | 0.8 | 0.3 | 0.8 |
| | | | CR | 340 | 478256.8 | 410.8 | 7.7 | 0.7 | 79094.0 | 3.3 | 2.0 | 4.0 | 5.3 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 157555.3 | 53.8 | 1.4 | 0.4 | 48697.5 | 2.3 | 1.0 | 0.2 | 0.6 |
| | | | SC | 46 | 322103.9 | 159.5 | 3.4 | 0.8 | 30406.7 | 5.6 | 4.2 | 2.4 | 2.2 |
| | | | IP | 2 | 158136.0 | 67.7 | 0.3 | 3.1 | 39045.9 | 13.0 | 0.1 | 8.6 | 2.0 |
| 0001 | WA | Seattle Metro | MB | 860 | 112812.5 | 69.3 | 1.7 | Q | 40810.5 | 2.5 | 0.8 | 0.2 | 0.7 |
| | | | TB | 88 | 173236.6 | 51.4 | 0.8 | Q | 51071.4 | 3.0 | 0.8 | 0.7 | 0.9 |
| | | | VP | 106 | 19796.7 | 47.0 | 2.9 | 0.1 | 78889.0 | 0.2 | 0.2 | 0.0 | 0.8 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| | | **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 134229.5 | 66.7 | 1.3 | 0.2 | 44227.0 | 2.3 | 0.5 | 0.1 | 0.6 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 214667.6 | 55.6 | 0.6 | Q | 47513.4 | 3.6 | 1.2 | 0.3 | 0.8 |
| | | | SC | 92 | 380808.1 | 94.0 | 0.6 | Q | 36999.9 | 4.2 | 2.6 | 1.3 | 0.7 |
| | | | TB | 278 | 192367.8 | 48.3 | 0.4 | Q | 41532.1 | 4.0 | 1.3 | 0.3 | 1.0 |
| | | | CC | 26 | 78270.9 | 550.6 | 0.0 | 0.0 | 21882.2 | 56.0 | 22.4 | 46.7 | 1.7 |
| 8006 | CO | Denver-RTD | MB | 613 | 146811.2 | 63.9 | 1.7 | 0.4 | 42547.7 | 2.0 | 0.9 | 0.3 | 0.7 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 201781.1 | 52.1 | 1.3 | 0.3 | 47278.3 | 2.5 | 1.1 | 0.1 | 0.4 |
| | | | RR | 40 | 458463.4 | 498.3 | 15.5 | 2.0 | 32479.7 | 3.4 | 1.4 | 2.8 | 17.3 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 134128.8 | 41.3 | 0.8 | 0.2 | 36666.9 | 1.9 | 0.7 | 0.0 | 0.4 |
| | | | RR | 78 | 335237.9 | 79.3 | 0.5 | 0.1 | 39147.9 | 0.8 | 0.6 | 1.1 | 1.6 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 143212.8 | 54.1 | 0.9 | 0.2 | 50519.6 | 2.7 | 1.0 | 0.1 | 0.9 |
| | | | RR | 42 | 189113.6 | 85.7 | 2.3 | 0.7 | 28778.2 | 1.8 | 1.3 | 2.6 | 2.6 |
| | | | DR | 13 | 104766.7 | 48.4 | 25.7 | Q | 40294.9 | 3.9 | 0.4 | 0.0 | 0.2 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 217653.7 | 64.5 | 1.2 | 0.3 | 57778.0 | 2.4 | 1.2 | 0.2 | 0.7 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 114434.0 | 58.5 | 1.2 | 0.3 | 42052.0 | 2.6 | 1.0 | 0.1 | 0.6 |
| | | | VP | 63 | 7192.6 | 8.6 | 1.1 | 0.0 | 566417.5 | 0.1 | 0.0 | 0.0 | 0.3 |
| | | | DR | 31 | 149276.2 | 68.0 | 24.5 | 3.3 | 54441.9 | 2.9 | 0.7 | 0.0 | 1.6 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 137434.5 | 54.8 | 1.6 | 0.4 | 45120.1 | 2.3 | 0.9 | 0.2 | 0.8 |
| 2078 | NY | New York-MTNR | CR | 782 | 592805.1 | 442.1 | 6.5 | 0.3 | 64635.4 | C1 | C1 | C1 | C1 |
| 5015 | OH | Cleveland RTA | MB | 567 | 146940.4 | 66.0 | 1.0 | 0.2 | 49948.6 | 2.2 | 0.9 | 0.3 | 0.9 |
| | | | RR | 46 | 329925.8 | 184.8 | 2.5 | 0.4 | 39080.4 | 2.8 | 1.8 | 1.5 | 0.8 |
| | | | SC | 28 | 260739.3 | 163.0 | 1.6 | 0.3 | 28485.0 | 2.9 | 1.8 | 1.4 | 0.8 |
| | | | DR | 49 | 101452.9 | 64.8 | 15.3 | 4.6 | 26835.9 | 2.3 | 2.4 | 0.6 | 1.0 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 163217.8 | 61.3 | 1.6 | 0.4 | 48652.4 | 2.1 | 0.8 | 0.1 | 0.7 |
| 6004 | TX | Dallas TS | MB | 452 | 107365.5 | 51.4 | 1.1 | Q | 35064.5 | Q | Q | Q | Q |
| 6008 | TX | Houston-MTA | MB | 600 | 171695.4 | 48.7 | 1.5 | 0.3 | 37971.7 | 1.7 | 0.8 | 0.2 | 1.0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 125987.5 | 39.3 | 0.8 | 0.3 | 40772.9 | 2.0 | 0.7 | 0.1 | 0.4 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

## TABLE 3.18.2 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 174732.8 | 52.1 | 1.9 | 0.4 | 44520.5 | 2.1 | 0.7 | 0.1 | 0.6 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 125140.5 | 84.7 | 2.8 | 0.2 | 48613.2 | 2.4 | 0.6 | 0.1 | 0.7 |
| | | | FB | 3 | 1954666.3 | 870.9 | 5.7 | 0.6 | 59112.9 | 52.3 | 12.6 | 3.2 | 16.0 |
| | | | VP | 16 | 29701.1 | 58.0 | 6.0 | 0.1 | 46137.7 | 0.2 | 0.2 | 0.0 | 1.1 |
| 9003 | CA | San Francisco-BART | RR | 327 | 387124.4 | 118.9 | 2.0 | 0.2 | 63168.5 | 1.2 | 0.8 | 1.0 | 1.3 |
| 9009 | CA | San Mateo County District | MB | 251 | 120239.8 | 45.6 | 1.4 | 0.2 | 55876.9 | 2.3 | 0.7 | 0.1 | 0.6 |
| | | | DR | 12 | 72822.5 | 31.1 | 12.9 | 1.9 | 333769.6 | 1.4 | 0.6 | 0.0 | 0.1 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 224013.1 | 68.5 | 2.3 | 0.5 | 49455.8 | 2.4 | 1.3 | 0.2 | 0.9 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 148432.2 | 49.2 | 0.6 | 0.1 | 44757.4 | 2.0 | 0.8 | 0.1 | 0.5 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 233244.7 | 200.5 | 3.1 | 0.1 | 59018.6 | 3.2 | 1.5 | 1.0 | 0.5 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 340992.3 | 306.2 | 4.5 | 0.2 | 58041.2 | 4.3 | 2.3 | 1.4 | 1.9 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 130591.6 | 45.7 | 0.7 | 0.3 | 37507.3 | 2.3 | 1.3 | 0.1 | 0.7 |
| | | | SC | 22 | 172518.8 | 46.5 | 0.6 | 0.2 | 30242.3 | 2.2 | 1.5 | 0.7 | 0.9 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 174323.9 | 102.0 | 4.2 | 0.4 | 43181.2 | 2.3 | 1.2 | 0.1 | 1.1 |
| | | | DR | 146 | 91512.1 | 56.8 | 14.4 | 1.4 | 42771.9 | 1.7 | 0.7 | 0.1 | 0.9 |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 85422.3 | 35.1 | 0.9 | 0.3 | 35086.6 | 1.9 | 0.5 | 0.0 | 0.4 |
| | | | DR | 6 | 41224.7 | 23.1 | 14.7 | 1.3 | 20961.7 | 0.6 | 0.5 | 0.0 | 0.2 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 126611.2 | 38.2 | 1.0 | 0.3 | 35792.5 | 2.2 | 0.8 | 0.1 | 0.4 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 154829.9 | 50.2 | 1.3 | 0.2 | 45390.5 | 2.7 | 1.1 | 0.1 | 0.7 |
| 2098 | NY | New York-PATH | RR | 260 | 306556.5 | 98.0 | 1.3 | 0.3 | 66631.0 | 2.7 | 1.1 | 1.2 | 2.3 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 123032.5 | 56.5 | 1.0 | Q | 45699.8 | 2.3 | 1.0 | 0.1 | 0.6 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 105614.2 | 41.9 | 1.1 | 0.2 | 39802.9 | 2.2 | 0.5 | 0.1 | 0.5 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 137098.6 | 33.4 | 0.9 | 0.2 | 26084.9 | 1.7 | 0.8 | 0.1 | 0.7 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 89066.5 | 32.3 | 1.0 | 0.2 | 34971.5 | 1.4 | 0.4 | 0.1 | 0.4 |
| | | | DR | 16 | 50499.3 | 24.2 | 12.1 | 1.0 | 26184.8 | 0.7 | 0.2 | 0.0 | 0.1 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 91948.3 | 37.3 | 1.5 | 0.3 | 32703.9 | 1.1 | 0.5 | 0.1 | 0.4 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | 109444.3 | 35.3 | 1.0 | Q | 36940.9 | 1.6 | 0.6 | 0.1 | 0.5 |
| | | | VP | 95 | 2740.0 | 4.4 | 0.5 | Q | 40046.3 | Q | Q | Q | Q |
| | | | DR | 58 | 20991.0 | 11.6 | 4.9 | Q | 17544.7 | Q | Q | Q | Q |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 89886.0 | 39.4 | 1.7 | 0.4 | 39212.0 | 1.7 | 0.7 | 0.0 | 0.6 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 99717.8 | 36.3 | 1.1 | 0.3 | 35546.1 | 1.4 | 0.5 | 0.0 | 0.3 |
| | | | DR | 15 | 45138.6 | 21.7 | 8.0 | 1.6 | 19560.1 | 1.6 | 0.2 | 0.0 | 0.0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 91033.6 | 45.0 | 1.2 | 0.3 | 33461.0 | 1.8 | 0.8 | 0.1 | 0.3 |
| 9023 | CA | Long Beach PTC | MB | 130 | 140410.4 | 39.7 | 0.8 | 0.3 | 44520.4 | 2.2 | 0.6 | 0.0 | 0.5 |
| 9019 | CA | Sacramento RTD | MB | 189 | 133374.5 | 54.8 | 1.6 | 0.3 | 44259.9 | 2.2 | 0.6 | 0.1 | 0.8 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 165029.0 | 44.0 | 2.2 | 0.6 | 49508.7 | 1.7 | 0.8 | 0.0 | 0.4 |
| 9026 | CA | San Diego TS | MB | 201 | 169654.0 | 43.6 | 1.2 | 0.3 | 44657.8 | 2.2 | 0.7 | 0.1 | 0.4 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 95982.2 | 42.0 | 1.0 | 0.3 | 39483.9 | 2.2 | 0.7 | 0.1 | 0.5 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 117640.7 | 44.4 | 1.0 | 0.3 | 42940.8 | 2.1 | 0.7 | 0.1 | 0.5 |
| 3031 | DE | Wilmington-DART | MB | 100 | 88884.3 | 49.9 | 1.5 | Q | 43172.4 | 2.4 | 0.8 | 0.1 | 0.6 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 151357.0 | 40.4 | 1.4 | 0.3 | 39457.0 | 1.9 | 0.6 | 0.0 | 0.3 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 84027.4 | 27.0 | 1.3 | 0.3 | 28219.8 | 1.2 | 0.4 | 0.0 | 0.3 |
| 4040 | FL | Jacksonville TA | MB | 176 | 88278.4 | 34.0 | 1.0 | 0.3 | 36842.5 | 1.5 | 0.5 | 0.1 | 0.4 |
| | | | DR | 7 | 42845.0 | 39.6 | 24.4 | 3.0 | 28838.0 | 2.1 | 0.8 | 0.0 | 0.2 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 226303.3 | 309.5 | 2.7 | 0.1 | 88526.4 | 5.1 | 1.4 | 0.7 | 1.0 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 305644.7 | 368.0 | 4.3 | 0.2 | 74185.6 | 5.1 | 3.5 | 2.7 | 1.0 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 89864.0 | 34.0 | 1.0 | 0.1 | 39054.8 | 1.7 | 0.7 | 0.1 | 0.2 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 89479.2 | 40.0 | 1.0 | 0.3 | 35899.9 | 1.9 | 0.7 | 0.1 | 0.4 |
| | | | DR | 6 | 88876.8 | 41.6 | 18.7 | 1.7 | 54975.4 | 1.8 | 0.2 | 0.1 | 0.3 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 99395.5 | 38.5 | 0.7 | 0.2 | 44381.6 | 1.9 | 0.5 | 0.1 | 0.4 |
| | | | DR | 9 | 71708.7 | 33.6 | 12.6 | 1.1 | 49644.5 | 1.6 | 0.3 | 0.0 | 0.2 |
| 1073 P | MA | Boston-Caravan | VP | 187 | 1617.8 | 1.6 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 95876.1 | 50.1 | 1.1 | 0.4 | 30729.5 | 2.0 | 0.3 | 0.2 | 0.4 |
| | | | DR | 14 | 64171.4 | 34.6 | 7.4 | 0.6 | 41400.9 | 2.3 | 0.0 | 0.3 | 0.1 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 96442.8 | 36.9 | 1.2 | 0.4 | 39651.6 | 1.5 | 0.5 | 0.1 | 0.5 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 128035.0 | 52.8 | 1.5 | Q | 40480.3 | 2.2 | 0.9 | 0.2 | 0.6 |
| 4008 | NC | Charlotte TS | MB | 100 | 104709.3 | 37.4 | 0.8 | 0.3 | 37464.8 | 1.8 | 0.6 | 0.1 | 0.4 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

### TABLE 3.18.2 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 63756.3 | 33.5 | 1.2 | 0.4 | 32046.8 | 1.5 | 0.6 | 0.0 | 0.4 |
| | | | DR | 20 | 48044.7 | 26.7 | 6.6 | 1.4 | 28541.4 | 1.7 | 0.2 | 0.0 | 0.3 |
| 7002 | NE | TA of Omaha | MB | 154 | 84831.4 | 32.6 | 1.2 | 0.3 | 34780.2 | 1.6 | 0.5 | 0.1 | 0.4 |
| | | | DR | 11 | 59178.8 | 28.4 | 13.1 | 2.4 | 38427.8 | 1.5 | 0.2 | 0.1 | 0.6 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 122028.4 | 42.9 | 0.8 | 0.5 | 46797.2 | 3.4 | 1.2 | 0.1 | 0.7 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 61539.5 | 47.9 | 2.4 | 0.1 | 33402.0 | 1.6 | 0.7 | 0.0 | 0.6 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 188131.4 | 47.5 | 0.8 | 0.3 | 50254.3 | 3.2 | 1.4 | 0.1 | 0.7 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 152531.3 | 59.9 | 2.3 | 0.5 | 58665.9 | 3.4 | 2.1 | 0.1 | 1.0 |
| 2113 | NY | Rochester-RTS | MB | 195 | 106309.7 | 42.8 | 1.1 | 0.4 | 39969.1 | 2.1 | 0.7 | 0.2 | 0.4 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 139622.4 | 55.8 | 2.1 | 0.4 | 56902.7 | 3.3 | 1.8 | 0.1 | 0.8 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 89261.9 | 37.1 | 0.7 | 0.2 | 38073.8 | 2.0 | 0.6 | 0.1 | 0.4 |
| | | | DR | 15 | 72068.6 | 33.8 | 7.5 | 1.2 | 39412.5 | 1.8 | 0.4 | 0.1 | 0.4 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 125335.7 | 40.5 | 1.0 | 0.1 | 46232.0 | 1.8 | 0.7 | 0.1 | 0.4 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 113582.9 | 61.0 | 3.0 | 0.2 | 45820.4 | 2.4 | 1.4 | 0.1 | 0.8 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 85072.2 | 39.5 | 1.3 | Q | 34214.2 | 2.1 | 0.5 | 0.1 | 0.5 |
| | | | DR | 13 | 50374.5 | 28.7 | 4.6 | 0.9 | 34152.2 | 1.8 | 0.2 | 0.0 | 0.2 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 111964.1 | 41.9 | 1.1 | Q | 36537.7 | 1.8 | 0.5 | 0.1 | 0.5 |
| | | | TB | 61 | 118754.9 | 37.9 | 0.7 | Q | 42288.7 | 1.7 | 0.7 | 0.6 | 0.5 |
| | | | DR | 6 | 137229.0 | 35.7 | 19.0 | Q | 44993.1 | 1.8 | 0.3 | 0.1 | 0.5 |
| 5022 | OH | Toledo RTA | MB | 178 | 68912.8 | 32.3 | 0.9 | 0.2 | 34654.4 | 1.6 | 0.3 | 0.0 | 0.3 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 111847.3 | 38.6 | 0.9 | 0.5 | 38125.0 | 2.4 | 0.6 | 0.1 | 0.5 |
| 4003 | TN | Memphis Area TA | MB | 139 | 119305.5 | 39.3 | 1.1 | 0.4 | 41962.2 | 1.7 | 0.6 | 0.1 | 0.4 |
| | | | DR | 7 | 44289.0 | 16.9 | 4.9 | 0.6 | 193764.4 | 0.7 | 0.2 | 0.0 | 0.0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 89378.3 | 31.3 | 1.0 | 0.3 | 35424.3 | 1.5 | 0.4 | 0.0 | 0.3 |
| | | | VP | 12 | 1883.3 | 4.9 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 6006 | TX | El Paso PTA | MB | 84 | 99436.2 | 30.3 | 0.9 | Q | 30234.0 | 1.4 | 0.7 | 0.0 | 0.3 |
| | | | DR | 8 | 46483.5 | 19.9 | 9.7 | Q | 15430.2 | 0.7 | 0.3 | 0.0 | 0.0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 81152.9 | 33.5 | 1.5 | 0.3 | 32017.4 | 1.6 | 0.5 | 0.1 | 0.5 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 94199.9 | 34.7 | 0.6 | 0.2 | 36511.6 | 2.1 | 0.6 | 0.1 | 0.4 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 69378.6 | 34.2 | 1.0 | 0.2 | 30799.8 | 1.8 | 0.6 | 0.1 | 0.6 |
| | | | DR | 17 | 14596.7 | 11.5 | 6.2 | Q | 12692.8 | Q | Q | Q | Q |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 127034.7 | 39.4 | 1.8 | 0.3 | 45938.7 | 1.8 | 0.5 | 0.0 | 0.4 |
| | | | VP | 8 | 8637.3 | 15.4 | 1.5 | 0.1 | 69098.0 | 0.2 | 0.0 | 0.0 | 0.4 |
| | | | DR | 18 | 58415.5 | 24.0 | 7.7 | 1.1 | 26287.0 | 1.4 | 0.2 | 0.0 | 0.2 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 161310.0 | 44.0 | 1.2 | 0.3 | 45686.9 | 1.9 | 0.6 | 0.1 | 0.6 |
| | | | DR | 25 | 59807.4 | 29.5 | 8.8 | 1.1 | 40274.3 | 1.6 | 0.1 | 0.0 | 0.4 |
| 5005 | WI | Madison Metro | MB | 173 | 94527.0 | 46.6 | 1.2 | 0.3 | 39524.5 | 2.0 | 0.7 | 0.1 | 0.5 |
| | | | DR | 9 | 151618.8 | 48.7 | 25.3 | 4.5 | 34458.8 | 2.0 | 0.7 | 0.0 | 1.9 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 203521.4 | 59.5 | 2.6 | 0.5 | 71848.3 | 3.1 | 0.9 | 0.0 | 0.6 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 73213.9 | 25.8 | 1.0 | Q | 27969.4 | 1.5 | 0.4 | 0.1 | 0.2 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 108621.3 | 34.3 | 1.7 | Q | 27155.3 | 1.2 | 0.7 | 0.0 | 0.8 |
| 9027 | CA | Fresno TS | MB | 67 | 135773.0 | 41.7 | 1.1 | 0.4 | 42916.8 | 1.7 | 0.7 | 0.1 | 0.5 |
| | | | DR | 9 | 32138.7 | 16.0 | 8.7 | 1.7 | 24104.0 | 1.1 | 0.1 | 0.0 | 0.2 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 148469.4 | 36.5 | 1.8 | 0.2 | 39314.3 | 1.1 | 0.4 | 0.1 | 0.3 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 140781.2 | 40.6 | 1.7 | 0.3 | 38504.3 | 1.3 | 0.4 | 0.1 | 0.5 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 188948.1 | 45.0 | 1.5 | 0.3 | 43011.3 | 1.8 | 0.9 | 0.1 | 0.4 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 107912.1 | 36.5 | 0.6 | 0.2 | 46241.1 | 1.9 | 0.5 | 0.0 | 0.4 |
| 9012 | CA | Stockton MTD | MB | 43 | 108267.7 | 38.1 | 1.8 | 0.9 | 43542.4 | 2.1 | 0.4 | 0.1 | 0.5 |
| | | | DR | 7 | 71206.2 | 30.4 | 11.1 | 2.7 | 32864.4 | 1.9 | 0.3 | 0.1 | 0.5 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 101815.2 | 32.3 | 1.1 | 0.3 | 35585.9 | 1.3 | 0.4 | 0.0 | 0.3 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 132294.9 | 41.8 | 0.9 | Q | 38541.2 | 1.8 | 0.5 | 0.0 | 0.6 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 44970.1 | 21.8 | 6.1 | 0.9 | 26797.8 | 0.9 | 0.2 | 0.0 | 0.7 |
| 4035 | FL | Orlando TCT | MB | 69 | 95109.6 | 26.8 | 0.9 | 0.2 | 30620.7 | 1.1 | 0.3 | 0.0 | 0.3 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 95715.5 | 32.1 | 1.5 | 0.3 | 29440.8 | 1.3 | 0.4 | 0.0 | 0.3 |
| | | | DR | 12 | 73355.6 | 32.5 | 8.9 | 1.8 | 33726.7 | 1.6 | 0.4 | 0.0 | 0.3 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.2 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 128460.1 | 28.5 | 0.9 | 0.3 | 38569.5 | 1.8 | 0.1 | 0.1 | 0.6 |
| | | | DR | 9 | 35096.6 | 22.1 | 6.2 | 0.7 | 16801.5 | 1.2 | 0.0 | 0.1 | 0.1 |
| 7010 | IA | Des Moines MTA | MB | 74 | 83618.6 | 35.6 | 1.4 | 0.6 | 39921.1 | 1.7 | 0.7 | 0.1 | 0.5 |
| | | | DR | 16 | 43692.4 | 28.9 | 3.4 | 0.5 | 27851.8 | 1.0 | 0.3 | 0.0 | 0.7 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 95491.3 | 37.2 | 2.2 | 2.6 | 35758.4 | 1.7 | 0.5 | 0.1 | 0.4 |
| 5058 | IL | Rockford MTD | MB | 40 | 89183.5 | 34.8 | 1.2 | 0.4 | 36880.4 | 2.2 | 0.4 | 0.1 | 0.5 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 105551.8 | 47.7 | 1.1 | 0.2 | 39039.7 | 1.5 | 0.7 | 0.1 | 0.2 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 129120.5 | 36.5 | 0.9 | 0.2 | 43865.6 | 1.8 | 0.7 | 0.1 | 0.2 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 86816.2 | 38.9 | 1.9 | 0.7 | 40132.0 | 2.2 | 0.5 | 0.0 | 0.5 |
| 5052 | IN | South Bend PTC | MB | 48 | 107694.8 | 36.0 | 1.2 | 0.4 | 37958.0 | 1.8 | 0.5 | 0.0 | 0.4 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 78859.1 | 35.2 | 1.1 | 0.3 | 36840.7 | 1.5 | 0.5 | 0.1 | 0.4 |
| | | | DR | 8 | 46076.0 | 23.1 | 7.6 | 1.0 | 32334.0 | 1.3 | 0.2 | 0.0 | 0.0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 87325.3 | 27.1 | 1.2 | 0.4 | 35849.3 | 1.6 | 0.7 | 0.0 | 0.5 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 71638.1 | 26.9 | 0.7 | 0.2 | 29103.0 | 1.4 | 0.5 | 0.0 | 0.2 |
| 1004 | MA | Brockton Area TA | MB | 40 | 120418.3 | 46.7 | 1.3 | 0.2 | 28599.3 | 2.2 | 0.8 | 0.1 | 0.7 |
| | | | DR | 24 | 34022.9 | 19.6 | 2.7 | 0.7 | 21488.1 | 0.9 | 0.1 | 0.0 | 0.2 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 68226.4 | 29.3 | 0.8 | 0.4 | 29962.9 | 2.0 | 0.5 | 0.0 | 0.2 |
| | | | DR | 7 | 36762.7 | 23.5 | 9.5 | 2.9 | 20587.1 | 2.1 | 0.2 | 0.0 | 0.1 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 76332.4 | 34.9 | 1.0 | 0.4 | 35750.6 | 1.5 | 0.6 | 0.0 | 0.9 |
| 1014 | MA | Worcester RTA | MB | 56 | 104070.9 | 34.3 | 1.0 | 0.4 | 38931.0 | 1.9 | 0.4 | 0.1 | 0.5 |
| | | | DR | 3 | 42109.7 | 39.1 | 2.1 | 0.5 | 26318.5 | 3.3 | 1.3 | 0.1 | 0.7 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 65085.9 | 32.8 | 2.3 | 0.4 | 25056.5 | 1.1 | 0.5 | 0.1 | 0.3 |
| | | | DR | 3 | 79454.7 | 36.2 | 13.5 | 2.7 | 43338.9 | 1.1 | 0.5 | 0.1 | 0.3 |
| 5032 | MI | Flint-MTA | MB | 51 | 116927.9 | 38.6 | 1.2 | 0.3 | 37134.3 | 1.4 | 0.6 | 0.1 | 0.6 |
| | | | DR | 6 | 46656.8 | 25.0 | 10.3 | 1.6 | 10664.4 | 1.5 | 0.4 | 0.0 | 0.0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 124201.1 | 52.6 | 1.2 | 0.4 | 46762.5 | 2.0 | 0.7 | 0.1 | 0.7 |
| | | | DR | 4 | 106511.8 | 44.8 | 18.9 | 3.0 | 35802.3 | 2.2 | 0.7 | 0.1 | 0.8 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 153098.5 | 46.9 | 1.6 | 0.4 | 47630.6 | 1.8 | 0.7 | 0.1 | 0.7 |
| | | | DR | 8 | 161628.9 | 47.1 | 14.7 | 4.2 | 44741.6 | 2.1 | 0.8 | 0.1 | 0.9 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5025 | MN | Duluth TA | MB | 68 | 88495.7 | 38.9 | 1.2 | 0.4 | 38624.6 | 2.0 | 0.6 | 0.1 | 0.5 |
| | | | DR | 3 | 45119.0 | 18.3 | 7.8 | 1.4 | 67678.5 | 1.0 | 0.2 | 0.0 | 0.2 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 76168.9 | 28.8 | 1.4 | 0.3 | 33579.8 | 1.5 | 0.4 | 0.1 | 0.2 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 87637.1 | 30.5 | 0.7 | 0.2 | 28205.0 | 1.3 | 0.3 | 0.0 | 0.4 |
| | | | DR | 13 | 32562.3 | 16.2 | 38.1 | 5.6 | 21165.5 | 0.8 | 0.4 | 0.0 | 0.5 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 107227.5 | 56.2 | 2.6 | 0.1 | 42640.2 | 1.4 | 0.3 | 0.0 | 0.3 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 178573.9 | 123.6 | 1.6 | 0.2 | 49530.7 | 1.3 | 0.8 | 0.9 | 1.3 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 90881.4 | 30.6 | 1.4 | Q | 32537.8 | Q | Q | Q | Q |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 116116.5 | 59.5 | 2.7 | 0.2 | 47027.2 | 2.4 | 1.4 | 0.1 | 0.5 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 133726.5 | 65.1 | 13.9 | 0.3 | 39645.3 | 1.0 | 0.5 | 0.0 | 0.4 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 165213.0 | 59.6 | 2.0 | 0.5 | 57052.0 | 5.1 | 1.2 | 0.1 | 1.1 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 81724.5 | 35.6 | 1.7 | Q | 31387.2 | 1.4 | 0.7 | 0.1 | 0.5 |
| | | | DR | 4 | 79904.0 | 100.6 | 36.1 | Q | 26858.5 | 7.4 | 2.3 | 0.3 | 2.4 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 79709.7 | 36.6 | 1.7 | Q | 34382.9 | 1.3 | 0.7 | 0.0 | 0.3 |
| | | | DR | 4 | 57633.3 | 25.1 | 3.3 | 0.8 | 19536.7 | Q | Q | Q | Q |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 115970.9 | 35.4 | 1.3 | 0.3 | 36138.2 | 1.5 | 0.5 | 0.0 | 0.5 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 87699.9 | 34.0 | 0.9 | 0.3 | 36964.4 | 1.8 | 0.4 | 0.1 | 0.4 |
| 3013 | PA | Erie MTA | MB | 57 | 74719.1 | 30.8 | 0.8 | 0.3 | 36401.6 | 1.7 | 0.5 | 0.0 | 0.3 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 77616.3 | 35.3 | 0.9 | 0.3 | 37695.8 | 2.0 | 0.5 | 0.1 | 0.4 |
| 3024 | PA | Reading-BARTA | MB | 43 | 86700.9 | 35.1 | 0.9 | 0.3 | 45576.3 | 2.7 | 0.5 | 0.0 | 0.4 |
| | | | DR | 18 | 44366.8 | 25.7 | 3.6 | 0.5 | 28830.4 | 1.2 | 0.4 | 0.0 | 0.2 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 79318.2 | 19.5 | 0.5 | 0.1 | 23168.5 | Q | Q | Q | Q |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 97460.9 | 38.5 | 1.4 | 0.4 | 37726.8 | 1.4 | 0.7 | 0.0 | 0.4 |
| | | | IP | 2 | 350277.5 | 212.7 | 2.3 | 2.3 | 72974.5 | 16.7 | 0.8 | 1.9 | 17.8 |
| | | | VP | 3 | 1510.7 | 1.8 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 101723.4 | 36.3 | 1.9 | Q | 32952.7 | 1.8 | 0.5 | 0.1 | 0.3 |
| | | | DR | 5 | 60508.0 | 31.1 | 11.6 | 1.8 | 40338.7 | 1.3 | 0.3 | 0.0 | 0.5 |
| 6002 | TX | Austin TS | MB | 73 | 96459.1 | 33.5 | 1.2 | 0.4 | 38173.4 | 1.6 | 0.6 | 0.0 | 0.3 |
| | | | DR | 10 | 80012.6 | 21.8 | 9.7 | 1.5 | 26126.6 | 1.5 | 0.2 | 0.0 | 0.3 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

## TABLE 3.18.2 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| | | | | | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 6003 | TX | Corpus Christi TS | MB | 42 | 92728.0 | 31.7 | 1.6 | 0.5 | 32595.3 | 1.4 | 0.7 | 0.0 | 0.3 |
| | | | DR | 9 | 47081.3 | 23.2 | 33.2 | 2.8 | 39234.4 | 0.8 | 0.4 | 0.0 | 0.2 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 58890.0 | 41.5 | 2.1 | 0.2 | 41407.0 | 1.5 | 0.5 | 0.0 | 0.6 |
| | | | VP | 2 | 492.5 | 1.0 | 0.2 | 0.0 | 4925.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 131100.9 | 47.2 | 3.2 | 0.2 | 44592.1 | Q | Q | Q | Q |
| | | | VP | 1 | 5889.0 | 15.4 | 1.2 | 0.0 | 29445.0 | 0.2 | 0.0 | 0.0 | 0.1 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 105670.2 | 39.1 | 1.9 | 0.4 | 44408.8 | 1.6 | 0.8 | 0.0 | 0.4 |
| | | | VP | 18 | 5598.4 | 11.4 | 1.7 | 0.0 | 156754.0 | 0.1 | 0.1 | 0.0 | 0.1 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 99053.8 | 38.9 | 2.0 | 0.5 | 43492.3 | 1.5 | 0.3 | 0.1 | 0.3 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 116429.2 | 31.1 | 1.6 | 0.3 | 32716.8 | 1.3 | 0.6 | 0.0 | 0.3 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | 95857.4 | 31.6 | 1.1 | 0.3 | 32848.3 | 1.6 | 0.4 | 0.0 | 0.2 |
| | | | DR | 1 | 77786.0 | 23.7 | 13.3 | 1.6 | 16205.4 | 1.1 | 0.3 | 0.0 | 0.1 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 65754.2 | 25.5 | 0.5 | 0.2 | 27047.8 | 1.3 | 0.5 | 0.0 | 0.3 |
| | | | DR | 1 | 40257.0 | 13.2 | 8.3 | 1.2 | 25160.6 | 0.8 | 0.2 | 0.0 | 0.0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 107914.6 | 29.3 | 1.0 | Q | 35214.2 | 1.4 | 0.4 | 0.0 | 0.3 |
| 9010 | CA | City of Torrance TS | MB | 25 | 172908.7 | 42.1 | 1.4 | 0.2 | 59954.5 | 2.0 | 0.5 | 0.0 | 0.6 |
| | | | DR | 5 | 51054.4 | 29.6 | 11.8 | 3.4 | 255272.0 | 1.9 | 0.6 | 0.0 | 0.3 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 120545.6 | 40.3 | 1.0 | 0.4 | 55465.8 | 1.6 | 0.4 | 0.1 | 0.7 |
| | | | DR | 10 | 59914.9 | 40.3 | 7.4 | 2.1 | 119829.7 | 2.7 | 0.2 | 0.2 | 1.0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 32683.9 | 10.9 | 0.7 | 0.1 | 37353.0 | 0.2 | 0.4 | 0.0 | 0.2 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 130091.9 | 34.5 | 0.9 | 0.3 | 42629.0 | 2.1 | 0.4 | 0.0 | 0.4 |
| | | | DR | 2 | 66391.5 | 44.2 | 10.2 | 3.8 | 42833.2 | 2.6 | 0.4 | 0.1 | 0.5 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 104390.6 | 33.4 | 1.2 | 0.3 | 34477.6 | 1.4 | 0.4 | 0.0 | 0.4 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 118445.4 | 38.0 | 1.2 | 0.2 | 41814.3 | 1.6 | 0.5 | 0.1 | 0.4 |
| 1057 | CT | Norwalk TD | MB | 18 | 113722.4 | 34.8 | 1.2 | 0.5 | 36750.5 | 1.7 | 0.4 | 0.0 | 0.4 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 67034.7 | 29.3 | 1.4 | 0.8 | 37494.0 | 1.7 | 0.6 | 0.0 | 0.4 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES |  |  |  |  | TOTAL OPERATING EXPENSES BY FUNCTION |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 32485.8 | 24.5 | 12.0 | 1.7 | 21071.9 | 1.3 | 0.2 | 0.1 | 0.2 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 110299.6 | 30.6 | 1.5 | 0.2 | 33323.1 | 1.1 | 0.4 | 0.0 | 0.3 |
|  |  |  | DR | 17 | 28797.2 | 23.8 | 3.6 | 1.0 | 27815.5 | 1.1 | 0.4 | 0.0 | 0.3 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 76729.6 | 27.4 | 0.9 | 0.3 | 27808.1 | 1.2 | 0.3 | 0.0 | 0.4 |
|  |  |  | DR | 8 | 45362.8 | 20.9 | 5.8 | 0.6 | 26881.6 | 0.8 | 0.0 | 0.0 | 0.3 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 60761.7 | 28.4 | 4.1 | 0.4 | 25655.0 | 1.6 | 0.4 | 0.0 | 0.2 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 94471.9 | 25.7 | 1.0 | 0.3 | 28200.6 | 1.2 | 0.5 | 0.0 | 0.4 |
|  |  |  | DR | 2 | 52145.0 | 17.1 | 6.5 | 1.1 | 22671.7 | 0.8 | 0.3 | 0.0 | 0.0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 77426.7 | 26.8 | 0.8 | 0.3 | 29678.8 | 1.4 | 0.5 | 0.0 | 0.4 |
|  |  |  | DR | 8 | 23825.4 | 19.1 | 6.8 | 1.8 | 14661.8 | 0.8 | 0.3 | 0.0 | 0.2 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 98273.6 | 34.8 | 2.2 | 0.7 | 35935.9 | 1.3 | 0.4 | 0.0 | 0.4 |
| 4023 | GA | Augusta TD | MB | 20 | 87427.6 | 23.1 | 0.8 | Q | 23314.0 | 1.4 | 0.4 | 0.0 | 0.3 |
| 4024 | GA | Columbus-METRA | MB | 31 | 77606.0 | 20.8 | 0.7 | 0.3 | 23942.3 | 0.9 | 0.3 | 0.0 | 0.2 |
|  |  |  | DR | 2 | 7604.0 | 18.1 | 20.1 | 5.6 | 6912.7 | 2.0 | 0.8 | 0.0 | 0.2 |
| 4025 | GA | Savannah TA | MB | 39 | 129245.8 | 31.4 | 2.7 | 0.9 | 33388.5 | 1.4 | 0.7 | 0.1 | 0.3 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 70355.7 | 24.8 | 1.2 | 0.3 | 32386.0 | 1.4 | 0.4 | 0.1 | 0.3 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 94439.4 | 26.7 | 0.8 | 0.4 | 43237.3 | 1.8 | 0.4 | 0.0 | 0.2 |
| 7012 | IA | Sioux City TS | MB | 19 | 76374.8 | 26.4 | 0.8 | 0.2 | 32732.0 | 1.7 | 0.6 | 0.0 | 0.3 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 73624.3 | 29.1 | 2.2 | 0.6 | 30805.1 | 1.3 | 0.3 | 0.2 | 0.4 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 73724.1 | 31.0 | 1.5 | 0.5 | 36203.8 | 1.3 | 0.3 | 0.0 | 0.4 |
|  |  |  | DR | 4 | 57630.5 | 25.8 | 10.0 | 1.9 | 17463.8 | 1.7 | 0.2 | 0.0 | 0.2 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 112943.3 | 36.2 | 1.5 | 0.4 | 35729.0 | 1.6 | 0.6 | 0.0 | 0.4 |
| 5061 | IL | Decatur Public TS | MB | 22 | 74251.5 | 34.5 | 1.4 | 0.5 | 36220.2 | 1.4 | 0.5 | 0.1 | 0.7 |
|  |  |  | DR | 1 | 34036.0 | 25.5 | 13.1 | 2.6 | 34036.0 | 1.5 | 0.3 | 0.1 | 0.6 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 65459.5 | 31.9 | 1.5 | 0.3 | 28989.2 | 1.3 | 0.4 | 0.0 | 0.3 |
|  |  |  | DR | 11 | 33698.9 | 18.7 | 4.4 | 0.9 | 29822.0 | 0.7 | 0.2 | 0.0 | 0.2 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 94676.6 | 33.6 | 1.4 | 0.4 | 41388.7 | 1.5 | 0.6 | 0.1 | 0.3 |
| 5059 | IL | Springfield MTD | MB | 35 | 95203.1 | 40.3 | 1.8 | 0.8 | 34277.5 | 2.1 | 0.8 | 0.0 | 0.4 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.2 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| | | **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 83617.4 | 36.8 | 1.2 | 0.2 | 36019.8 | 1.7 | 0.6 | 0.0 | 0.2 |
| 5045 | IN | Gary PTC | MB | 26 | 181790.4 | 41.7 | 1.5 | 0.7 | 39062.4 | 2.0 | 0.7 | 0.2 | 0.5 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 22435.0 | 14.3 | 3.6 | 0.6 | 15350.3 | 0.9 | 0.0 | 0.1 | 0.2 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 83751.0 | 29.7 | 1.5 | Q | 37990.1 | 1.3 | 0.4 | 0.0 | 0.2 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 107296.6 | 34.6 | 0.7 | 0.2 | 41513.6 | 1.3 | 0.5 | 0.1 | 0.4 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 102431.9 | 30.6 | 0.9 | Q | 38978.5 | 1.6 | 0.5 | 0.1 | 0.2 |
| 1005 | MA | Lowell RTA | MB | 22 | 75003.2 | 31.0 | 0.9 | 0.2 | 34738.3 | 2.0 | 0.5 | 0.2 | 0.4 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 76683.7 | 35.4 | 1.1 | 0.3 | 36808.2 | 1.9 | 0.6 | 0.1 | 0.3 |
| 5034 P | MI | Jackson PTC | MB | 16 | 120524.5 | 33.6 | 1.4 | 0.5 | 25989.1 | 1.2 | 0.8 | 0.0 | 0.6 |
| | | | DR | 13 | 42477.4 | 27.0 | 8.0 | 2.5 | 32674.9 | 1.0 | 0.4 | 0.0 | 0.4 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 100803.3 | 35.8 | 1.4 | 0.3 | 37497.9 | 1.6 | 0.7 | 0.1 | 0.2 |
| 5039 | MI | Saginaw TS | MB | 31 | 49943.3 | 28.0 | 1.0 | 0.4 | 22054.7 | 1.2 | 0.5 | 0.0 | 0.5 |
| | | | DR | 5 | 34918.5 | 15.4 | 7.0 | 2.8 | 17906.9 | 0.6 | 0.2 | 0.0 | 0.3 |
| 7003 | MO | Springfield City Utility | MB | 23 | 107238.5 | 33.2 | 2.5 | 0.5 | 36758.4 | 1.6 | 0.4 | 0.1 | 0.5 |
| | | | DR | 3 | 63645.3 | 25.0 | 13.8 | 3.5 | 37438.4 | 1.8 | 0.4 | 0.0 | 0.1 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 73899.4 | 32.1 | 1.1 | 0.3 | 36133.8 | 1.4 | 0.7 | 0.0 | 0.3 |
| | | | DR | 7 | 46241.0 | 24.4 | 4.5 | 0.8 | 29696.1 | 1.1 | 0.1 | 0.0 | 0.4 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 76011.3 | 30.4 | 1.5 | 0.5 | 34550.6 | 1.3 | 0.4 | 0.2 | 0.3 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 67755.5 | 28.9 | 1.0 | 0.6 | 24327.1 | 2.0 | 0.5 | 0.1 | 0.4 |
| | | | DR | 3 | 62986.0 | 26.3 | 5.6 | 1.7 | 24225.4 | 2.3 | 0.2 | 0.0 | 0.3 |
| 1002 | NH | Manchester TA | MB | 30 | 71867.5 | 25.6 | 1.3 | 0.6 | 27423.1 | 1.7 | 0.9 | 0.0 | 0.3 |
| | | | DR | 2 | 43021.0 | 48.2 | 22.5 | 4.1 | 40972.4 | 5.2 | 1.6 | 0.0 | 2.0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 25879.0 | 11.9 | 3.2 | 0.8 | 17485.8 | 0.8 | 0.2 | 0.0 | 0.1 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 198316.3 | 35.3 | 0.9 | 0.3 | 38229.7 | 1.5 | 0.4 | 0.0 | 0.8 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 36481.7 | 17.5 | 6.8 | 1.3 | 19200.9 | 0.9 | 0.2 | 0.1 | 0.2 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 111762.0 | 28.8 | 1.0 | 0.3 | 27940.5 | 1.4 | 0.4 | 0.0 | 0.3 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 81028.1 | 31.1 | 0.9 | 0.3 | 34358.2 | 1.6 | 0.4 | 0.0 | 0.5 |
| | | | DR | 4 | 47011.3 | 26.4 | 8.9 | 0.5 | 31872.0 | 0.7 | 0.1 | 0.0 | 0.2 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 343979.7 | 108.1 | 2.0 | 0.3 | 44384.5 | C1 | C1 | C1 | C1 |
| 2021 | NY | Utica TA | MB | 33 | 78240.3 | 38.6 | 1.0 | 0.4 | 29112.7 | 1.5 | 0.5 | 0.0 | 0.3 |
| | | | DR | 1 | 26246.0 | 46.0 | 18.4 | 8.4 | 8748.7 | 2.3 | 1.9 | 0.0 | 0.7 |
| 5011 | OH | Canton RTA | MB | 39 | 100921.7 | 36.5 | 2.0 | 0.7 | 38931.2 | 2.0 | 0.8 | 0.1 | 0.7 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 110676.6 | 43.6 | 2.0 | 0.6 | 35567.1 | 2.2 | 0.9 | 0.1 | 0.8 |
| | | | DR | 4 | 40378.3 | 20.5 | 5.4 | 5.4 | 31060.2 | 2.4 | 0.2 | 0.0 | 0.3 |
| 0025 | OR | Salem Area MTD | MB | 41 | 84052.0 | 36.1 | 1.3 | 0.4 | 33588.0 | 1.7 | 0.5 | 0.0 | 0.3 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 56466.3 | 27.5 | 1.0 | 0.4 | 30115.4 | 1.5 | 0.4 | 0.1 | 0.4 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 98434.4 | 29.9 | 0.8 | 0.2 | 34980.8 | 1.7 | 0.5 | 0.0 | 0.3 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 69754.0 | 26.9 | 1.0 | 0.3 | 30109.7 | 1.3 | 0.3 | 0.0 | 0.2 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 127953.8 | 37.7 | 1.1 | 0.5 | 43205.2 | 1.7 | 0.7 | 0.2 | 0.5 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 59668.2 | 24.3 | 0.8 | 0.3 | 24861.8 | 1.2 | 0.2 | 0.1 | 0.4 |
| 4053 | SC | Greenville TA | MB | 23 | 71054.5 | 22.3 | 1.5 | Q | 24601.3 | 1.0 | 0.2 | 0.0 | 0.4 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 8735.4 | 12.8 | 1.6 | 0.9 | 21838.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6010 | TX | City of Lubbock | MB | 23 | 75179.0 | 25.8 | 0.9 | 0.6 | 25769.3 | 1.1 | 0.4 | 0.0 | 0.3 |
| | | | DR | 3 | 68383.3 | 26.6 | 14.5 | 2.2 | 34771.2 | 1.0 | 0.5 | 0.0 | 0.5 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 84981.5 | 27.2 | 1.2 | 0.3 | 29558.8 | 1.2 | 0.3 | 0.1 | 0.6 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 120288.9 | 42.5 | 0.5 | 0.2 | 40096.3 | 1.6 | 0.5 | 0.2 | 0.7 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 95032.6 | 39.0 | 1.6 | 0.2 | 46762.1 | 1.9 | 0.4 | 0.0 | 0.4 |
| | | | VP | 1 | 6062.0 | 15.5 | 1.9 | 0.1 | 15155.0 | 0.2 | 0.2 | 0.0 | 0.0 |
| | | | DR | 3 | 42743.3 | 18.6 | 4.0 | 1.3 | 29820.9 | 1.0 | 0.2 | 0.0 | 0.5 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 107451.0 | 33.5 | 1.7 | 0.6 | 36631.0 | 1.7 | 0.5 | 0.0 | 0.4 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 119374.4 | 38.4 | 1.5 | 0.5 | 43408.9 | 2.0 | 0.8 | 0.0 | 0.7 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 62956.9 | 28.7 | 1.0 | 0.3 | 33299.5 | 1.5 | 0.2 | 0.0 | 0.3 |
| 5006 | WI | Belle Urban System | MB | 33 | 76359.7 | 24.0 | 0.9 | 0.3 | 36153.1 | 1.5 | 0.2 | 0.1 | 0.3 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 66592.6 | 30.0 | 1.2 | 0.3 | 35802.5 | 1.7 | 0.6 | 0.1 | 0.2 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 66006.1 | 27.2 | 0.7 | 0.3 | 31985.3 | 1.6 | 0.3 | 0.0 | 0.2 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.2 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 10571.0 | 7.0 | 2.0 | 1.0 | 10935.5 | 0.8 | 0.0 | 0.0 | 0.2 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 71804.2 | 33.7 | 4.6 | 1.4 | 34012.5 | 1.9 | 0.1 | 0.0 | 0.3 |
| 9043 | CA | City of Commerce | MB | 6 | 159163.2 | 42.6 | 1.0 | 0.4 | 49738.5 | 2.4 | 1.0 | 0.0 | 0.5 |
| | | | DR | 1 | 41763.0 | 20.0 | 16.0 | 1.6 | 37966.4 | 1.0 | 0.4 | 0.0 | 0.2 |
| 9113 | CA | City of El Cerrito | DR | 2 | 18189.0 | 9.4 | 2.8 | 1.3 | 11734.8 | 1.1 | 0.1 | 0.0 | 0.0 |
| 9092 | CA | City of Fairfield | MB | 4 | 70864.5 | 27.2 | 1.9 | 0.0 | 27520.2 | 1.2 | 0.2 | 0.0 | 0.6 |
| | | | DR | 3 | 87198.7 | 30.8 | 6.0 | 0.0 | 33973.5 | 1.1 | 0.2 | 0.0 | 0.8 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 133214.0 | 42.9 | 1.4 | 0.1 | 42972.3 | 1.3 | 0.4 | 0.0 | 0.6 |
| | | | DR | 2 | 26892.5 | 14.9 | 4.5 | 0.3 | 15819.1 | 1.4 | 0.1 | 0.0 | 0.5 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 177774.5 | 42.8 | 1.0 | 0.3 | 50504.1 | 2.1 | 0.6 | 0.0 | 0.8 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 158023.3 | 52.9 | 2.8 | 0.9 | 31604.7 | 1.8 | 1.1 | 0.0 | 0.7 |
| 9088 | CA | Napa City Bus | MB | 8 | 65023.3 | 22.3 | 0.8 | 0.2 | 29781.7 | 1.2 | 0.3 | 0.0 | 0.1 |
| 9022 | CA | Norwalk TS | MB | 17 | 115814.8 | 34.1 | 1.4 | 0.4 | 38230.1 | 1.4 | 0.5 | 0.0 | 0.3 |
| | | | DR | 2 | 87968.0 | 28.1 | 9.0 | 2.8 | 22848.8 | 2.2 | 0.5 | 0.0 | 0.5 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 140065.1 | 38.9 | 2.1 | 0.3 | 43400.5 | 1.7 | 0.8 | 0.0 | 0.5 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 123777.0 | 42.4 | 1.4 | 0.1 | 41518.5 | 1.2 | 0.6 | 0.0 | 0.6 |
| | | | DR | 7 | 88932.3 | 32.2 | 5.3 | 0.6 | 35104.9 | 1.1 | 0.5 | 0.0 | 0.5 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 38461.1 | 20.2 | 3.9 | 1.0 | 28735.3 | 0.8 | 0.3 | 0.0 | 0.1 |
| 9054 | CA | San Diego Trolley | SC | 18 | 273475.6 | 61.9 | 0.9 | 0.1 | 62707.8 | 1.3 | 0.5 | 0.4 | 0.7 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 113632.9 | 32.6 | 1.2 | 0.3 | 44641.5 | 1.4 | 0.4 | 0.0 | 0.5 |
| 8010 | CO | City of Greeley | MB | 13 | 90181.1 | 24.8 | 2.8 | 1.6 | 33712.6 | 1.6 | 0.2 | 0.0 | 0.0 |
| | | | DR | 2 | 84292.5 | 23.0 | 5.0 | 2.7 | 22478.0 | 1.9 | 0.4 | 0.0 | 0.1 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 74927.7 | 21.6 | 16.4 | 5.8 | 27524.4 | 0.8 | 0.5 | 0.1 | 0.3 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 116460.1 | 33.7 | 1.0 | 0.4 | 35833.9 | 1.3 | 0.6 | 0.0 | 0.3 |
| | | | DR | 3 | 1500.0 | 0.9 | 0.3 | 0.1 | 300.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 58585.9 | 31.7 | 3.3 | 0.5 | 27249.3 | 1.2 | 0.4 | 0.0 | 0.7 |
| 1047 P | CT | New Britain Trans | MB | 8 | 86789.8 | 29.4 | 1.1 | 0.4 | 33869.2 | 1.3 | 0.2 | 0.0 | 0.3 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 86309.5 | 30.8 | 2.0 | 0.5 | 32569.6 | 1.2 | 0.3 | 0.0 | 0.3 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 47357.6 | 19.0 | 0.7 | 0.2 | 22768.1 | 1.1 | 0.1 | 0.0 | 0.2 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 70801.0 | 26.4 | 1.4 | 0.3 | 27991.1 | 1.0 | 0.4 | 0.0 | 0.2 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 132034.0 | 42.5 | 1.2 | 0.4 | 40877.4 | 2.1 | 0.7 | 0.1 | 0.5 |
| 1041 | CT | Westport TD | MB | 15 | 69015.7 | 23.1 | 2.8 | 0.9 | 28169.7 | 1.4 | 0.4 | 0.0 | 0.6 |
| | | | DR | 1 | 15936.0 | 11.0 | 2.6 | 0.9 | 2897.5 | 0.6 | 0.0 | 0.0 | 0.0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 112069.1 | 33.1 | 1.5 | 0.3 | 31386.7 | 1.2 | 0.6 | 0.1 | 0.4 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 95415.9 | 30.5 | 1.9 | 0.3 | 30533.1 | 1.0 | 0.3 | 0.1 | 0.3 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 65750.0 | 22.7 | 2.0 | 0.4 | 23587.4 | 0.7 | 0.3 | 0.0 | 0.3 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 83880.6 | 23.0 | 1.6 | 0.2 | 25322.5 | 1.2 | 0.3 | 0.0 | 0.2 |
| 4050 | FL | Smyrna TS | MB | 4 | 31589.8 | 11.8 | 4.5 | 0.8 | 20057.0 | 0.8 | 0.4 | 0.0 | 0.4 |
| 4021 | GA | Albany TS | MB | 10 | 83386.2 | 26.0 | 1.9 | 0.4 | 27795.4 | 1.2 | 0.4 | 0.0 | 0.3 |
| 4047 | GA | Athens TS | MB | 10 | 73614.9 | 31.2 | 1.1 | 0.4 | 32146.2 | 1.3 | 0.4 | 0.1 | 0.7 |
| 4058 | GA | Rome TD | MB | 20 | 51776.1 | 23.1 | 1.1 | 0.4 | 24081.9 | 0.8 | 0.2 | 0.0 | 0.5 |
| 7007 | IA | Bettendorf TS | MB | 3 | 80545.3 | 22.1 | 1.3 | 0.3 | 28097.2 | 0.9 | 0.2 | 0.0 | 0.2 |
| | | | DR | 4 | 33867.0 | 19.3 | 4.1 | 1.1 | 16933.5 | 0.8 | 0.2 | 0.0 | 0.2 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 64202.4 | 32.8 | 1.3 | 0.5 | 32924.3 | 1.7 | 0.6 | 0.1 | 0.4 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 79248.9 | 29.2 | 1.8 | 0.5 | 36982.8 | 1.5 | 0.5 | 0.0 | 0.6 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 118314.4 | 31.4 | 1.9 | 0.5 | 41296.5 | 1.6 | 0.6 | 0.1 | 0.2 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 53123.3 | 24.4 | 0.2 | 0.2 | 22134.7 | 1.0 | 0.4 | 0.0 | 0.2 |
| | | | DR | 2 | 36901.5 | 23.4 | 8.8 | 2.6 | 16044.1 | 1.5 | 0.7 | 0.0 | 0.3 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 99215.0 | 28.0 | 2.9 | 0.6 | 38159.6 | 0.8 | 0.0 | 0.3 | 0.3 |
| | | | DR | 6 | 45594.0 | 22.6 | 10.1 | 5.0 | 41449.1 | 1.3 | 0.1 | 0.3 | 0.3 |
| 5063 | IL | Auarora Transit | MB | 18 | 80889.9 | 33.9 | 1.1 | 0.3 | 27472.1 | 1.2 | 0.5 | 0.0 | 0.2 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 26599.5 | 27.4 | 4.5 | 2.2 | 22166.3 | 1.5 | 0.2 | 0.0 | 0.5 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 85732.0 | 24.8 | 1.4 | 0.4 | 34001.4 | 1.3 | 0.2 | 0.0 | 0.2 |
| | | | DR | 2 | 98195.5 | 35.0 | 5.9 | 3.1 | 28462.5 | 2.1 | 0.5 | 0.1 | 0.5 |
| 5068 | IL | Elgin-DOT | MB | 18 | 98357.6 | 29.7 | 0.9 | 0.3 | 37272.4 | 1.2 | 0.6 | 0.0 | 0.2 |
| 5074 | IL | Highland Park Transit | MB | 4 | 87748.5 | 24.2 | 1.4 | 0.5 | 30521.2 | 1.1 | 0.3 | 0.0 | 0.3 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.2 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 5055 | IL | Loves Park TS | MB | 4 | 67391.5 | 29.4 | 1.3 | 0.3 | 27506.7 | 1.0 | 0.5 | 0.0 | 0.4 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 88618.0 | 29.7 | 3.1 | 1.2 | 34083.8 | 0.9 | 0.7 | 0.0 | 0.4 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 107390.8 | 39.3 | 1.7 | 0.3 | 32387.7 | 1.4 | 0.6 | 0.0 | 0.2 |
| 5078 | IL | Village of Niles | MB | 7 | 51556.7 | 16.3 | 1.0 | 0.3 | 14611.2 | 1.0 | 0.2 | 0.0 | 0.0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 49771.8 | 22.8 | 0.6 | 0.2 | 27007.9 | 1.3 | 0.4 | 0.0 | 0.1 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 130760.8 | 31.9 | 2.5 | 0.6 | 28950.7 | 0.8 | 0.6 | 0.0 | 0.5 |
| 5041 | IN | City of Anderson TS | MB | 8 | 99222.3 | 29.0 | 2.4 | 0.6 | 22049.4 | 1.7 | 0.5 | 0.3 | 0.4 |
| | | | DR | 2 | 84188.5 | 25.2 | 9.3 | 2.3 | 21047.1 | 2.7 | 0.7 | 0.5 | 0.6 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 151327.3 | 44.0 | 3.0 | 1.0 | 24212.4 | 2.0 | 0.7 | 0.0 | 1.3 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 21515.4 | 8.8 | 4.0 | 0.3 | 14186.0 | 0.6 | 0.1 | 0.0 | 0.2 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 87808.0 | 27.7 | 1.5 | 0.3 | 32521.5 | 1.2 | 0.3 | 0.0 | 0.4 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 88181.1 | 24.5 | 0.9 | 0.3 | 31493.3 | 1.3 | 0.4 | 0.0 | 0.2 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 105969.9 | 34.9 | 0.9 | 0.4 | 32774.2 | 1.4 | 0.4 | 0.0 | 0.3 |
| | | | DR | 3 | 50583.0 | 26.1 | 10.8 | 1.8 | 17645.2 | 1.4 | 0.7 | 0.2 | 0.2 |
| 5105 | IN | Portage Township | DR | 4 | 16921.0 | 7.9 | 4.1 | 0.5 | 10412.9 | 0.4 | 0.2 | 0.0 | 0.3 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 56380.6 | 19.8 | 1.5 | 1.0 | 27280.9 | 1.1 | 0.2 | 0.0 | 0.3 |
| 7014 | KS | Topeka MTA | MB | 22 | 79137.0 | 34.0 | 1.4 | 0.4 | 30814.4 | 1.3 | 0.5 | 0.0 | 0.4 |
| | | | DR | 2 | 65247.5 | 26.1 | 7.1 | 1.0 | 27186.5 | 1.1 | 0.2 | 0.0 | 0.6 |
| 4016 | KY | Ashland Bus System | MB | 6 | 62169.5 | 19.2 | 2.2 | 1.1 | 23683.6 | 1.2 | 0.2 | 0.0 | 0.2 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 81065.0 | 23.9 | 3.9 | 2.0 | 22835.2 | 1.3 | 0.2 | 0.0 | 0.3 |
| 4020 | KY | Owensboro TS | MB | 6 | 86163.4 | 23.5 | 1.5 | 1.4 | 22674.6 | 1.1 | 0.3 | 0.0 | 0.4 |
| 6025 | LA | Alexandria TS | MB | 11 | 79034.8 | 22.4 | 0.9 | 0.2 | 27168.2 | 0.9 | 0.3 | 0.0 | 0.3 |
| | | | DR | 2 | 26109.0 | 15.5 | 9.0 | 2.0 | 26109.0 | 0.9 | 0.1 | 0.0 | 0.3 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 164873.5 | 72.6 | 4.2 | 0.7 | 59954.0 | 2.7 | 0.3 | 0.0 | 1.1 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 107180.2 | 35.8 | 1.0 | 0.2 | 36276.4 | 1.5 | 0.6 | 0.1 | 0.4 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 90436.3 | 27.4 | 0.7 | 0.2 | 36278.2 | 1.4 | 0.5 | 0.0 | 0.2 |
| 6023 | LA | Lake Charles TS | MB | 9 | 76241.4 | 26.9 | 1.9 | 0.4 | 28237.6 | 1.0 | 0.5 | 0.0 | 0.5 |
| 6026 | LA | Monroe TS | MB | 13 | 98684.3 | 32.3 | 1.1 | 0.4 | 38758.2 | 1.4 | 0.3 | 0.0 | 0.7 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 868425.4 | 148.8 | 0.7 | 1.5 | 33581.8 | 56.9 | 13.0 | 1.2 | 3.3 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 64741.8 | 26.8 | 1.7 | 0.2 | 20444.8 | 0.8 | 0.2 | 0.0 | 0.4 |
| | | | DR | 8 | 16532.5 | 10.2 | 2.6 | 0.4 | 10666.1 | 0.7 | 0.1 | 0.1 | 0.2 |
| 3041 | MD | Allegany County TAu | MB | 13 | 41732.3 | 26.3 | 1.9 | 0.2 | 49320.0 | 0.9 | 0.4 | 0.0 | 0.2 |
| 3040 | MD | City of Annapolis | MB | 20 | 95996.8 | 32.2 | 1.6 | 0.6 | 29287.2 | 1.6 | 0.6 | 0.0 | 0.7 |
| | | | DR | 4 | 32892.7 | 31.3 | 9.7 | 3.2 | 25302.1 | 2.0 | 0.5 | 0.0 | 0.6 |
| 3043 | MD | Columbia TS | MB | 6 | 61341.7 | 32.2 | 1.9 | 0.1 | 13888.7 | 1.2 | 0.3 | 0.0 | 0.5 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 66148.6 | 21.5 | 2.1 | 0.5 | 25940.6 | 1.4 | 0.1 | 0.0 | 0.0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 242561.3 | 53.1 | 1.3 | 0.3 | 26461.2 | 5.6 | 1.5 | 0.0 | 1.8 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 86097.0 | 35.3 | 1.2 | 0.4 | 33114.2 | 1.5 | 0.6 | 0.0 | 0.5 |
| | | | DR | 2 | 50055.5 | 26.9 | 8.0 | 1.5 | 33370.3 | 1.3 | 0.2 | 0.0 | 0.5 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 92203.7 | 26.0 | 1.8 | 0.7 | 31894.4 | 1.2 | 0.8 | 0.0 | 0.4 |
| | | | DR | 1 | 53657.0 | 24.3 | 12.3 | 2.0 | 31562.9 | 1.2 | 0.4 | 0.0 | 0.4 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 58485.2 | 17.2 | 2.8 | 1.5 | 13925.0 | 1.0 | 0.2 | 0.0 | 0.3 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 90540.1 | 28.2 | 1.2 | 0.4 | 42111.7 | 1.3 | 0.4 | 0.0 | 0.3 |
| | | | DR | 2 | 60124.5 | 27.7 | 6.9 | 2.6 | 27329.3 | 1.8 | 0.5 | 0.0 | 0.3 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 110849.0 | 34.0 | 1.7 | 0.5 | 22169.8 | 0.9 | 0.6 | 0.0 | 0.3 |
| 8012 | MT | Great Falls TD | MB | 13 | 70583.8 | 32.7 | 1.5 | 0.5 | 24799.7 | 1.0 | 0.4 | 0.0 | 0.7 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 71506.5 | 28.4 | 1.8 | 0.7 | 32503.0 | 1.2 | 0.3 | 0.0 | 0.4 |
| 4005 | NC | Asheville TA | MB | 17 | 76322.4 | 24.6 | 0.8 | 0.3 | 31645.9 | 1.4 | 0.3 | 0.0 | 0.2 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 98198.6 | 28.2 | 1.5 | 0.4 | 25531.6 | 1.3 | 0.4 | 0.1 | 0.5 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 82319.4 | 22.7 | 1.0 | 0.4 | 25724.8 | 0.8 | 0.4 | 0.0 | 0.3 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 27094.9 | 12.6 | 4.0 | 0.9 | 13894.8 | 0.6 | 0.0 | 0.0 | 0.3 |
| 4011 | NC | High Point City TS | MB | 16 | 70597.3 | 32.8 | 0.8 | 0.4 | 26640.5 | 1.1 | 0.5 | 0.0 | 0.7 |
| | | | DR | 3 | 35283.0 | 14.6 | 4.1 | 0.6 | 9408.8 | 1.1 | 0.3 | 0.4 | 0.7 |
| 4006 | NC | Wilmington TA | MB | 12 | 96477.8 | 26.4 | 0.7 | 0.3 | 29941.4 | 1.4 | 0.4 | 0.1 | 0.2 |
| | | | DR | 2 | 13858.5 | 33.6 | 9.4 | 3.1 | 13198.6 | 2.6 | 0.5 | 0.0 | 0.0 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 39855.5 | 25.0 | 0.0 | 0.0 | 25649.6 | 1.3 | 0.4 | 0.0 | 0.3 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.2 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 65409.1 | 30.3 | 1.2 | Q | 39641.9 | 1.2 | 0.2 | 0.1 | 0.2 |
| 2005 | NY | Chemung County TS | MB | 21 | 70579.6 | 19.4 | 0.0 | 0.0 | 25510.7 | 1.0 | 0.3 | 0.0 | 0.3 |
| | | | DR | 3 | 30360.0 | 22.2 | 0.0 | 0.0 | 8356.0 | 1.3 | 0.4 | 0.0 | 0.3 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 92069.3 | 27.6 | 1.1 | 0.4 | 40030.1 | 1.6 | 0.2 | 0.0 | 0.8 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 61759.0 | 28.4 | 0.9 | Q | 39525.8 | 1.5 | 0.3 | 0.1 | 0.2 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 154524.9 | 55.6 | 2.2 | 0.5 | 45051.0 | 2.4 | 0.9 | 0.0 | 0.4 |
| | | | DR | 1 | 16749.0 | 20.3 | 16.2 | 3.1 | 23927.1 | 1.9 | 0.2 | 0.0 | 0.1 |
| 2006 | NY | Long Beach TA | MB | 8 | 87853.8 | 27.6 | 0.8 | Q | 27031.9 | 2.9 | 0.8 | 0.0 | 0.2 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 107900.8 | 29.3 | 2.6 | 0.4 | 35966.9 | 1.1 | 0.2 | 0.0 | 0.3 |
| 2083 P | NY | New York - Easyride | DR | 12 | 51794.2 | 29.4 | 9.0 | 3.7 | 26336.0 | 2.8 | 0.7 | 0.0 | 1.0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 104818.0 | 51.0 | 20.4 | 2.8 | 33275.6 | 1.8 | 0.2 | 0.0 | 0.8 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 85534.0 | 30.4 | 1.5 | 0.6 | 28702.7 | 1.2 | 0.5 | 0.0 | 0.6 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 0.0 | 0.0 | 0.0 | Q | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | TR | 2 | 0.0 | 0.0 | 0.0 | Q | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 7417640.5 | 1760.9 | 1.4 | 0.3 | 46072.3 | 116.1 | 28.3 | 0.0 | 31.6 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 70113.0 | 20.9 | 1.8 | 0.5 | 22987.9 | 1.4 | 0.1 | 0.0 | 0.1 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 107168.2 | 47.6 | 12.0 | 0.7 | 32974.8 | 0.8 | 0.3 | 0.0 | 0.6 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 82362.7 | 33.3 | 2.4 | 1.1 | 39390.9 | 1.3 | 0.3 | 0.0 | 0.5 |
| | | | DR | 1 | 19451.0 | 9.7 | 4.3 | 0.9 | 12967.3 | 0.6 | 0.2 | 0.0 | 0.1 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 59387.9 | 22.7 | 0.5 | 0.3 | 16522.1 | 0.8 | 0.5 | 0.0 | 0.5 |
| | | | DR | 3 | 24395.7 | 12.9 | 4.5 | 5.7 | 9629.9 | 2.2 | 0.3 | 0.0 | 0.0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 79248.0 | 24.3 | 1.9 | 0.6 | 25876.9 | 1.1 | 0.4 | 0.0 | 0.5 |
| | | | DR | 6 | 10094.0 | 35.2 | 4.1 | 1.3 | 37852.5 | 1.1 | 0.4 | 0.1 | 0.5 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 14849.8 | 7.0 | 5.2 | 0.7 | 9705.8 | 0.4 | 0.0 | 0.0 | 0.2 |
| 5019 | OH | Middletown TS | MB | 4 | 114258.8 | 33.4 | 1.2 | 0.3 | 44372.3 | 1.2 | 0.5 | 0.0 | 0.4 |
| 5013 | OH | Norwood Transit System | MB | 2 | 44916.0 | 21.3 | 1.1 | 0.4 | 29944.0 | 1.6 | 0.3 | 0.1 | 0.3 |
| | | | DR | 2 | 15628.5 | 7.7 | 4.7 | 1.2 | 12502.8 | 0.9 | 0.3 | 0.0 | 0.3 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 66803.8 | 33.0 | 1.8 | 0.9 | 25449.0 | 1.2 | 0.8 | 0.1 | 0.6 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| | | | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 137251.0 | 32.1 | 1.6 | 0.2 | 26143.0 | 0.8 | 0.3 | 0.1 | 0.4 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 134214.1 | 38.2 | 1.4 | 0.4 | 30021.6 | 1.6 | 0.6 | 0.1 | 0.5 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 21609.0 | 11.5 | 0.4 | 0.1 | 18007.5 | 0.9 | 0.3 | 0.0 | 0.1 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 83768.3 | 24.8 | 0.7 | 0.4 | 25774.8 | 1.0 | 0.4 | 0.0 | 0.3 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 48966.1 | 14.9 | 1.9 | 0.3 | 18937.2 | 0.6 | 0.2 | 0.1 | 0.1 |
| | | | DR | 6 | 22085.2 | 8.5 | 5.4 | 1.5 | 10773.3 | 1.0 | 0.2 | 0.1 | 0.1 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 29325.0 | 9.4 | 1.1 | 0.3 | 17250.0 | 0.5 | 0.2 | 0.0 | 0.1 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 104608.6 | 32.1 | 1.2 | 0.4 | 36920.7 | 1.3 | 0.5 | 0.0 | 0.3 |
| 3027 | PA | York Area TA | MB | 14 | 78523.9 | 28.2 | 1.7 | 1.3 | 29315.6 | 1.3 | 0.6 | 0.1 | 0.4 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 45725.9 | 23.6 | 1.2 | 0.4 | 24207.9 | 1.3 | 0.4 | 0.0 | 0.5 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 35599.0 | 16.2 | 1.5 | 0.4 | 17225.3 | 0.6 | 0.3 | 0.0 | 0.2 |
| 4057 | TN | Jackson TA | MB | 10 | 64919.6 | 23.6 | 1.4 | 0.4 | 27049.8 | 1.3 | 0.7 | 0.0 | 0.2 |
| 4054 | TN | Johnson City TS | MB | 5 | 81322.0 | 22.9 | 0.9 | 0.4 | 25413.1 | 0.8 | 0.4 | 0.0 | 0.5 |
| 6040 | TX | Abilene Transit System | MB | 12 | 69379.3 | 26.7 | 1.9 | 0.5 | 33302.0 | 0.9 | 0.5 | 0.0 | 0.4 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 84678.7 | 24.4 | 1.4 | 0.5 | 23710.0 | 1.0 | 0.4 | 0.0 | 0.1 |
| 6041 | TX | Arlington Handitran | DR | 4 | 69753.0 | 29.1 | 8.8 | 1.1 | 25834.4 | 1.4 | 0.2 | 0.0 | 0.4 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 102738.2 | 30.7 | 0.9 | 0.3 | 37950.8 | 1.4 | 0.5 | 0.1 | 0.4 |
| | | | DR | 2 | 29263.5 | 13.8 | 9.1 | 1.2 | 14274.9 | 1.0 | 0.2 | 0.0 | 0.0 |
| 6014 | TX | City of Brownsville | MB | 17 | 126389.6 | 29.2 | 0.9 | 0.3 | 23757.4 | 1.4 | 0.6 | 0.0 | 0.3 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 11295.2 | 14.8 | 1.5 | 0.1 | 22590.3 | 0.2 | 0.0 | 0.0 | 0.7 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 107772.4 | 26.2 | 0.7 | 0.3 | 33446.6 | 1.3 | 0.6 | 0.1 | 0.3 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 102273.7 | 22.0 | 0.5 | 0.2 | 24877.4 | 1.2 | 0.4 | 0.1 | 0.4 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 163209.8 | 45.8 | 2.2 | 0.4 | 36268.8 | 1.4 | 0.7 | 0.1 | 1.1 |
| 6037 | TX | San Angelo TD | MB | 6 | 79269.8 | 21.6 | 0.8 | 0.2 | 43238.1 | 1.1 | 0.3 | 0.0 | 0.1 |
| 6012 | TX | Waco Transit System | MB | 18 | 80543.4 | 28.0 | 0.9 | 0.3 | 26065.8 | 1.1 | 0.5 | 0.0 | 0.8 |
| | | | DR | 2 | 18151.0 | 8.9 | 5.1 | 1.3 | 11344.4 | 1.1 | 0.0 | 0.0 | 0.1 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 84186.0 | 22.3 | 1.1 | 0.2 | 25983.3 | 0.8 | 0.5 | 0.0 | 0.2 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 29080.0 | 18.3 | 1.5 | 0.5 | 18641.0 | 0.7 | 0.6 | 0.0 | 0.4 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.2 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TOTAL OPERATING EXPENSES | | | | | TOTAL OPERATING EXPENSES BY FUNCTION | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | PER VEHICLE REVENUE HOUR | PER UNLINKED PASSENGER | PER PASSENGER MILE | PER EMPLOYEE | VEHICLE OPERATIONS PER VEHICLE REV MILE | VEHICLE MAINT PER VEHICLE REV MILE | NON-VEH MAINT PER VEHICLE REV MILE | GENERAL ADMIN PER VEHICLE REV MILE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | |
| 3036 | VA | Charlottesville Transit | MB | 8 | 112218.0 | 30.0 | 1.2 | 0.4 | 28959.5 | 1.4 | 0.5 | 0.1 | 0.5 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 45640.0 | 15.5 | 1.6 | 0.0 | 13830.3 | 0.8 | 0.4 | 0.0 | 0.0 |
| | | | DR | 15 | 14043.1 | 16.1 | 2.9 | 0.0 | 13040.0 | 0.5 | 0.3 | 0.0 | 0.0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 90821.6 | 25.1 | 1.3 | 0.3 | 30273.9 | 1.2 | 0.4 | 0.0 | 0.3 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 92948.7 | 28.0 | 0.6 | 0.2 | 25024.7 | 1.5 | 0.4 | 0.0 | 0.5 |
| 1066 | VT | Chittenden County TA | MB | 20 | 78770.3 | 24.9 | 0.9 | 0.2 | 32151.1 | 1.6 | 0.5 | 0.1 | 0.2 |
| 0016 | WA | City of Longview | MB | 4 | 97881.3 | 27.5 | 1.4 | 0.5 | 39548.0 | 1.6 | 0.1 | 0.0 | 0.5 |
| 0023 | WA | City of Seattle | SC | 2 | 228515.5 | 85.8 | 0.7 | 0.3 | 81612.7 | 4.4 | 3.0 | 1.0 | 0.5 |
| | | | AG | 0 | 389489.5 | 131.4 | 1.2 | 0.6 | 111282.7 | 5.3 | 14.2 | 2.2 | 1.8 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 35061.4 | 27.0 | 9.2 | 0.7 | 24104.7 | 1.1 | 0.1 | 0.0 | 0.3 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 5806651.5 | 755.5 | 5.4 | 0.7 | 60244.6 | 64.2 | 14.6 | 18.7 | 5.7 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 1409909.0 | 183.3 | 3.2 | 1.9 | 88119.3 | 34.5 | 10.1 | 11.9 | 5.1 |
| 5109 | WI | Beloit Transit System | MB | 12 | 81965.8 | 33.9 | 9.4 | 2.1 | 36228.0 | 1.7 | 0.5 | 0.0 | 0.4 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 93141.9 | 32.0 | 1.7 | 0.6 | 37557.2 | 1.3 | 0.5 | 0.0 | 0.4 |
| 5002 | WI | Green Bay TS | MB | 24 | 106527.0 | 27.7 | 1.4 | 0.6 | 36618.6 | 1.4 | 0.3 | 0.0 | 0.3 |
| 5108 | WI | Janesville Transit System | MB | 15 | 61479.7 | 30.4 | 1.7 | 0.6 | 32132.2 | 1.3 | 0.4 | 0.0 | 0.4 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 66282.3 | 27.0 | 0.9 | 0.4 | 38162.5 | 1.6 | 0.2 | 0.0 | 0.4 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 87060.3 | 24.2 | 0.9 | 0.4 | 32022.2 | 1.0 | 0.4 | 0.0 | 0.4 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 68134.5 | 29.9 | 1.6 | 0.6 | 35022.4 | 1.1 | 0.4 | 0.0 | 0.5 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 57066.3 | 22.2 | 0.9 | 0.4 | 26630.9 | 1.1 | 0.3 | 0.0 | 0.4 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 73753.8 | 35.0 | 1.7 | 0.3 | 35823.3 | 1.3 | 0.6 | 0.1 | 0.5 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 97573.0 | 29.2 | 2.0 | 0.6 | 34539.1 | 0.9 | 0.5 | 0.0 | 0.3 |
| | | | DR | 1 | 33131.0 | 11.5 | 3.2 | 0.7 | 15059.5 | 1.0 | 0.2 | 0.0 | 0.4 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 116464.2 | 27.2 | 1.8 | 0.3 | 36307.8 | 1.4 | 0.3 | 0.0 | 0.3 |

C1 Allocation of operating expenses by function was not required for the commuter rail mode in 1984.

TABLE 3.18.3 as of 06/02/86

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES |  |  | ANNUAL UNLINKED PASSENGER TRIPS |  |  |  | ANNUAL VEHICLE MILES |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 373.0 | 922.6 | 260.2 | 94.5 | 5.0 | 52.4 | 65.9 | 0.97 | 3.26 | 0 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 239.4 | 447.3 | 226.3 | 70.9 | 4.8 | 42.9 | 67.1 | 0.98 | 3.22 | 0 |
|  |  |  | RR | 264 | 4818.5 | 1896.9 | 523.5 | 1164.1 | 6.3 | 37.5 | 126.5 | 0.54 | 0.00 | 95 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 768.5 | 590.9 | 153.4 | 336.5 | 6.7 | 66.3 | 67.2 | 1.01 | 2.83 | 0 |
|  |  |  | RR | 890 | 4972.1 | 1064.6 | 518.4 | 803.3 | 3.4 | 36.1 | 83.8 | 1.25 | 0.00 | 156 |
|  |  |  | DR | 40 | 0.0 | 38.1 | 17.5 | 0.0 | 0.2 | 1.8 | 2.0 | 1.15 | 5.53 | 0 |
| 1003 | MA | Boston-MBTA | MB | 717 | 168.3 | 334.7 | 153.8 | 71.6 | 4.9 | 0.0 | 65.5 | 0.92 | 3.40 | 0 |
|  |  |  | RR | 301 | 5241.3 | 1328.6 | 386.0 | 1724.1 | 7.8 | 0.0 | 127.0 | 0.72 | 37.35 | 117 |
|  |  |  | SC | 90 | 523.6 | 325.2 | 252.1 | 374.0 | 12.7 | 0.0 | 180.1 | 0.33 | 31.03 | 97 |
|  |  |  | TB | 25 | 331.6 | 286.5 | 166.2 | 141.1 | 5.4 | 0.0 | 70.7 | 0.51 | 50.23 | 189 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | Q | Q | Q | 38.6 | 2.1 | 25.9 | 34.8 | 1.37 | 4.02 | 0 |
|  |  |  | SC | 16 | 610.5 | 316.7 | 239.4 | 321.9 | 6.1 | 63.6 | 126.2 | 1.05 | 0.00 | 147 |
|  |  |  | CR | 633 | 1075.1 | 1248.2 | 942.5 | 47.8 | 1.2 | 9.7 | 41.9 | 0.88 | 2.35 | 828 |
| 2008 | NY | New York CTA | MB | 3252 | 1634.8 | 935.9 | 249.4 | 770.0 | 14.6 | 91.8 | 117.5 | 0.55 | 3.03 | 0 |
|  |  |  | RR | 4932 | 13301.9 | 1319.8 | 419.2 | 3195.5 | 5.5 | 44.8 | 100.7 | 0.87 | 0.00 | 143 |
| 2100 | NY | New York-LIRR | CR | 1093 | 3493.5 | 2517.4 | 1429.6 | 121.6 | 1.5 | 10.6 | 49.8 | 0.00 | 6.81 | 169 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 228.5 | 505.8 | 163.3 | 87.1 | 6.2 | 47.1 | 62.2 | 1.14 | 3.00 | 0 |
|  |  |  | RR | 286 | 7506.6 | 1981.6 | 559.9 | 1376.7 | 6.8 | 49.8 | 102.7 | 1.19 | 0.00 | 134 |
|  |  |  | SC | 186 | 607.7 | 583.8 | 163.1 | 264.6 | 8.0 | 42.9 | 71.0 | 0.61 | 0.00 | 95 |
|  |  |  | TB | 69 | 487.6 | 337.8 | 111.9 | 303.4 | 8.2 | 54.7 | 69.6 | 1.28 | 0.00 | 147 |
|  |  |  | CR | 340 | 324.4 | 698.1 | 599.6 | 29.0 | 1.9 | 10.3 | 53.5 | 0.52 | 0.00 | 62 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 129.8 | 431.1 | 147.3 | 33.5 | 2.9 | 34.4 | 38.0 | 1.12 | 3.31 | 0 |
|  |  |  | SC | 46 | 509.3 | 379.6 | 188.0 | 126.0 | 4.2 | 8.9 | 46.5 | 0.25 | 0.00 | 135 |
|  |  |  | IP | 2 | 504.6 | 50.5 | 21.6 | 5045.5 | 75.8 | 124.6 | 215.9 | 7.25 | 0.00 | 90 |
| 0001 | WA | Seattle Metro | MB | 860 | Q | Q | Q | 29.8 | 2.5 | 24.3 | 41.3 | 1.71 | 4.10 | 0 |
|  |  |  | TB | 88 | Q | Q | Q | 168.5 | 6.5 | 62.1 | 62.5 | 1.31 | 0.00 | 220 |
|  |  |  | VP | 106 | 0.0 | 177.0 | 420.7 | 0.0 | 0.4 | 26.8 | 16.0 | 6.20 | 9.57 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERAT-ED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIREC-TIONAL MILE IN THOUS | PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SER-VICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIREC-TIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOY-EE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTE-NANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILO-WATT HOURS OF POWER |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 204.0 | 637.8 | 316.9 | 33.6 | 2.7 | 34.6 | 52.3 | 2.28 | 4.15 | 0 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | Q | Q | Q | 300.5 | 9.6 | 76.3 | 89.3 | 0.95 | 3.20 | 0 |
| | | | SC | 92 | Q | Q | Q | 1478.1 | 15.9 | 66.3 | 168.4 | 0.38 | 0.00 | 116 |
| | | | TB | 278 | Q | Q | Q | 1078.5 | 15.9 | 99.3 | 115.3 | 0.84 | 0.00 | 211 |
| | | | CC | 26 | Q | Q | Q | 0.0 | 0.0 | 0.0 | 0.0 | 0.05 | 0.00 | 0 |
| 8006 | CO | Denver-RTD | MB | 613 | 105.5 | 404.5 | 176.0 | 22.4 | 2.3 | 24.9 | 37.4 | 1.29 | 4.10 | 0 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 191.7 | 669.6 | 172.9 | 43.8 | 3.1 | 35.8 | 39.4 | 1.02 | 3.14 | 0 |
| | | | RR | 40 | 285.7 | 232.9 | 253.2 | 36.4 | 1.6 | 2.1 | 32.2 | 0.70 | 0.00 | 57 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 152.6 | 566.6 | 174.6 | 42.6 | 3.7 | 43.3 | 48.8 | 1.69 | 3.27 | 0 |
| | | | RR | 78 | 4650.5 | 2240.1 | 530.0 | 1445.2 | 8.3 | 81.3 | 164.7 | 1.76 | 0.00 | 152 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 0.0 | 575.4 | 217.5 | 0.0 | 5.2 | 54.7 | 58.6 | 1.14 | 3.28 | 0 |
| | | | RR | 42 | 811.3 | 280.1 | 127.0 | 233.3 | 3.5 | 12.3 | 36.5 | 0.80 | 0.00 | 63 |
| | | | DR | 13 | Q | Q | Q | 0.0 | 0.2 | 1.6 | 1.9 | 2.73 | 5.02 | 0 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 234.5 | 686.2 | 203.5 | 61.0 | 3.7 | 47.3 | 52.9 | 0.90 | 3.86 | 0 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 111.0 | 336.9 | 172.2 | 30.6 | 3.4 | 34.2 | 47.5 | 1.35 | 3.99 | 0 |
| | | | VP | 63 | 0.0 | 242.4 | 290.9 | 0.0 | 0.3 | 515.8 | 7.9 | 0.00 | 0.00 | 0 |
| | | | DR | 31 | 0.0 | 45.4 | 20.7 | 0.0 | 0.2 | 2.2 | 2.8 | 1.65 | 5.20 | 0 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 84.5 | 307.7 | 122.6 | 23.4 | 2.6 | 28.0 | 34.0 | 1.36 | 3.79 | 0 |
| 2078 | NY | New York-MTNR | CR | 782 | 2093.0 | 2285.7 | 1704.8 | 83.7 | 1.9 | 10.0 | 68.2 | 0.00 | 7.32 | 105 |
| 5015 | OH | Cleveland RTA | MB | 567 | 446.1 | 593.5 | 266.5 | 110.6 | 4.4 | 50.0 | 66.1 | 1.18 | 3.61 | 0 |
| | | | RR | 46 | 1065.8 | 904.7 | 506.6 | 156.6 | 2.8 | 15.7 | 74.4 | 0.56 | 0.00 | 95 |
| | | | SC | 28 | 976.5 | 906.7 | 566.7 | 176.5 | 4.3 | 17.9 | 102.4 | 0.56 | 0.00 | 111 |
| | | | DR | 49 | 0.0 | 21.8 | 13.9 | 0.0 | 0.4 | 1.8 | 4.2 | 0.51 | 5.51 | 0 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 152.0 | 443.9 | 166.7 | 35.1 | 2.3 | 30.6 | 38.5 | 1.44 | 4.11 | 0 |
| 6004 | TX | Dallas TS | MB | 452 | Q | Q | Q | 31.2 | 3.1 | 30.7 | 45.0 | 1.69 | 3.15 | 0 |
| 6008 | TX | Houston-MTA | MB | 600 | 180.2 | 579.3 | 164.3 | 35.2 | 2.4 | 25.1 | 32.1 | 1.47 | 3.93 | 0 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 150.9 | 407.0 | 126.9 | 60.3 | 4.1 | 52.6 | 50.7 | 1.55 | 3.61 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 71.0 | 471.2 | 140.5 | 13.7 | 1.9 | 23.2 | 27.2 | 1.63 | 3.62 | 0 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 267.7 | 704.5 | 476.6 | 16.7 | 1.3 | 17.1 | 29.7 | 1.92 | 4.80 | 0 |
| | | | FB | 3 | 252.5 | 3147.3 | 1402.3 | 27.4 | 14.7 | 10.3 | 152.1 | 0.08 | 0.08 | 0 |
| | | | VP | 16 | 0.0 | 215.7 | 420.9 | 0.0 | 0.3 | 7.7 | 9.7 | 5.57 | 10.46 | 0 |
| 9003 | CA | San Francisco-BART | RR | 327 | 5364.8 | 2329.7 | 715.3 | 439.9 | 2.1 | 31.2 | 58.7 | 1.24 | 0.00 | 181 |
| 9009 | CA | San Mateo County District | MB | 251 | 142.0 | 538.2 | 204.0 | 22.4 | 2.6 | 39.5 | 32.2 | 1.82 | 4.08 | 0 |
| | | | DR | 12 | 0.0 | 38.8 | 16.6 | 0.0 | 0.2 | 25.9 | 2.4 | 1.55 | 14.48 | 0 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 136.1 | 422.2 | 129.2 | 31.9 | 2.1 | 21.9 | 30.3 | 0.87 | 3.34 | 0 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 493.6 | 1180.2 | 390.8 | 98.3 | 5.3 | 70.9 | 77.9 | 1.33 | 3.11 | 0 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 1542.1 | 1634.0 | 1404.9 | 70.0 | 1.9 | 18.8 | 63.8 | 0.70 | 1.36 | 0 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 1156.2 | 1602.4 | 1438.8 | 55.3 | 2.2 | 13.0 | 68.8 | 0.43 | 1.18 | 0 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 353.2 | 468.1 | 163.8 | 144.7 | 6.4 | 55.1 | 67.1 | 0.83 | 2.85 | 0 |
| | | | SC | 22 | 1409.1 | 845.4 | 227.8 | 483.4 | 9.0 | 50.8 | 78.1 | 0.68 | 0.00 | 249 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 62.1 | 410.7 | 240.3 | 6.3 | 1.1 | 10.3 | 24.3 | 1.15 | 3.69 | 0 |
| | | | DR | 146 | 0.0 | 63.7 | 39.6 | 0.0 | 0.2 | 3.0 | 4.0 | 1.70 | 6.09 | 0 |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 54.3 | 310.9 | 127.8 | 15.7 | 3.0 | 37.0 | 37.0 | 2.09 | 4.10 | 0 |
| | | | DR | 6 | 0.0 | 30.6 | 17.1 | 0.0 | 0.1 | 1.4 | 1.6 | 2.44 | 11.24 | 0 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 57.7 | 375.3 | 113.2 | 19.2 | 3.4 | 35.3 | 37.7 | 1.23 | 3.49 | 0 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 210.9 | 741.0 | 240.3 | 33.0 | 3.4 | 33.9 | 37.6 | 1.07 | 3.18 | 0 |
| 2098 | NY | New York-PATH | RR | 260 | 9369.2 | 1042.7 | 333.4 | 2165.5 | 5.7 | 52.4 | 77.1 | 1.01 | 0.00 | 152 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | Q | Q | Q | 31.3 | 3.9 | 43.9 | 54.4 | 1.13 | 3.56 | 0 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 155.9 | 450.1 | 178.5 | 32.5 | 2.9 | 35.4 | 37.2 | 2.43 | 3.84 | 0 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 607.7 | 596.7 | 145.4 | 157.5 | 3.8 | 29.4 | 37.7 | 1.29 | 3.78 | 0 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 87.6 | 357.7 | 129.6 | 22.9 | 2.4 | 36.6 | 33.8 | 2.64 | 3.44 | 0 |
| | | | DR | 16 | 0.0 | 51.5 | 24.7 | 0.0 | 0.1 | 2.2 | 2.0 | 6.85 | 8.42 | 0 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 63.5 | 297.9 | 120.9 | 13.4 | 1.4 | 22.4 | 25.5 | 2.17 | 4.81 | 0 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | Q | Q | Q | 30.8 | 2.9 | 38.8 | 37.1 | 1.87 | 3.44 | 0 |
| | | | VP | 95 | Q | Q | Q | 0.0 | Q | 80.9 | 8.8 | 9.13 | 28.04 | 0 |
| | | | DR | 58 | Q | Q | Q | 0.0 | Q | 3.6 | 2.3 | 6.92 | 7.95 | 0 |

## TABLE 3.18.3 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 51.2 | 233.3 | 102.2 | 11.3 | 1.7 | 22.4 | 22.5 | 1.67 | 3.15 | 0 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 93.6 | 349.7 | 127.2 | 23.2 | 2.0 | 30.9 | 31.6 | 2.24 | 4.02 | 0 |
| | | | DR | 15 | 0.0 | 28.3 | 13.6 | 0.0 | 0.2 | 2.5 | 2.7 | 4.52 | 2.71 | 0 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 59.1 | 308.4 | 152.5 | 14.4 | 2.5 | 27.6 | 37.2 | 1.45 | 3.40 | 0 |
| 9023 | CA | Long Beach PTC | MB | 130 | 168.9 | 531.0 | 150.3 | 56.3 | 4.2 | 56.1 | 50.1 | 1.74 | 3.41 | 0 |
| 9019 | CA | Sacramento RTD | MB | 189 | 108.0 | 489.4 | 201.1 | 19.0 | 2.4 | 28.6 | 35.4 | 1.97 | 4.27 | 0 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | Q | Q | Q | 6.3 | 1.3 | 22.2 | 19.7 | 1.30 | 4.07 | 0 |
| 9026 | CA | San Diego TS | MB | 201 | 148.6 | 662.9 | 170.5 | 30.6 | 2.8 | 36.0 | 35.1 | 1.50 | 3.96 | 0 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 78.7 | 342.2 | 149.8 | 22.8 | 3.7 | 40.8 | 43.4 | 1.49 | 3.54 | 0 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 91.2 | 409.2 | 154.3 | 26.7 | 3.4 | 43.7 | 45.2 | 1.68 | 3.62 | 0 |
| 3031 | DE | Wilmington-DART | MB | 100 | Q | Q | Q | 13.3 | 2.6 | 29.6 | 34.2 | 1.53 | 3.56 | 0 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 98.4 | 582.0 | 155.2 | 18.0 | 2.0 | 27.7 | 28.3 | 1.85 | 3.37 | 0 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 43.8 | 271.2 | 87.0 | 10.3 | 1.3 | 21.3 | 20.4 | 2.86 | 3.64 | 0 |
| 4040 | FL | Jacksonville TA | MB | 176 | 42.8 | 287.3 | 110.5 | 13.2 | 2.4 | 36.9 | 34.0 | 2.25 | 3.93 | 0 |
| | | | DR | 7 | 0.0 | 14.2 | 13.1 | 0.0 | 0.1 | 1.2 | 1.6 | 2.55 | 7.49 | 0 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 3012.1 | 1612.1 | 2204.5 | 155.7 | 3.0 | 32.6 | 113.9 | 0.74 | 1.22 | 0 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 1398.7 | 1450.9 | 1746.7 | 68.9 | 2.9 | 17.4 | 86.1 | 0.29 | 22.06 | 73 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 134.5 | 706.6 | 267.2 | 16.9 | 2.7 | 38.6 | 33.6 | 1.74 | 3.23 | 0 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 93.0 | 343.1 | 153.4 | 23.5 | 3.0 | 34.8 | 38.7 | 1.61 | 3.38 | 0 |
| | | | DR | 6 | 0.0 | 51.3 | 24.0 | 0.0 | 0.1 | 2.9 | 2.2 | 4.41 | 5.82 | 0 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 92.2 | 441.8 | 171.1 | 28.6 | 4.0 | 61.3 | 53.2 | 2.08 | 3.60 | 0 |
| | | | DR | 9 | 0.0 | 65.3 | 30.6 | 0.0 | 0.2 | 3.9 | 2.7 | 3.90 | 3.64 | 0 |
| 1073 P | MA | Boston-Caravan | VP | 187 | 0.0 | 223.5 | 221.7 | 0.0 | 0.4 | 0.0 | 7.0 | 53.50 | 0.00 | 0 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 74.3 | 248.8 | 129.9 | 26.3 | 2.7 | 28.2 | 46.0 | 3.38 | 0.00 | 0 |
| | | | DR | 14 | 0.0 | 104.5 | 56.3 | 0.0 | 0.4 | 5.6 | 4.7 | 0.00 | 0.00 | 0 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 56.0 | 240.5 | 91.9 | 19.1 | 2.2 | 33.7 | 31.3 | 2.09 | 4.00 | 0 |
| 7005 | MO | Kansas City Area TA | MB | 221 | Q | Q | Q | 22.0 | 2.5 | 26.3 | 34.3 | 1.24 | 3.39 | 0 |
| 4008 | NC | Charlotte TS | MB | 100 | 85.0 | 388.9 | 139.1 | 27.0 | 3.3 | 44.2 | 44.2 | 1.94 | 2.76 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 44.5 | 179.8 | 94.5 | 13.3 | 2.1 | 27.0 | 28.2 | 1.74 | 3.75 | 0 |
| | | | DR | 20 | 0.0 | 35.4 | 19.7 | 0.0 | 0.3 | 4.3 | 4.0 | 10.32 | 6.85 | 0 |
| 7002 | NE | TA of Omaha | MB | 154 | 58.5 | 250.6 | 96.3 | 15.9 | 2.0 | 27.9 | 26.1 | 2.13 | 3.59 | 0 |
| | | | DR | 11 | 0.0 | 24.6 | 11.8 | 0.0 | 0.2 | 2.9 | 2.2 | 5.02 | 7.18 | 0 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 354.5 | 222.2 | 78.2 | 233.8 | 6.4 | 56.2 | 51.6 | 0.88 | 2.81 | 0 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 670.4 | 437.9 | 341.1 | 39.7 | 1.2 | 14.1 | 20.2 | 1.61 | 3.86 | 0 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 445.0 | 553.1 | 139.6 | 183.9 | 6.6 | 61.1 | 57.7 | 0.72 | 2.82 | 0 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 562.8 | 313.3 | 123.1 | 116.9 | 2.8 | 25.0 | 25.6 | 0.55 | 2.98 | 0 |
| 2113 | NY | Rochester-RTS | MB | 195 | 97.2 | 297.1 | 119.6 | 30.5 | 2.9 | 35.0 | 37.5 | 1.45 | 3.48 | 0 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 441.7 | 364.0 | 145.5 | 80.3 | 2.8 | 27.0 | 26.4 | 0.72 | 3.08 | 0 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 144.6 | 389.4 | 161.7 | 46.4 | 4.4 | 53.2 | 51.8 | 1.92 | 3.40 | 0 |
| | | | DR | 15 | 0.0 | 62.4 | 29.3 | 0.0 | 0.3 | 5.2 | 4.5 | 2.95 | 6.12 | 0 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 872.3 | 1016.0 | 328.2 | 107.9 | 3.0 | 46.4 | 40.6 | 1.39 | 3.19 | 0 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 654.2 | 563.9 | 302.8 | 44.2 | 1.6 | 15.4 | 20.5 | 0.94 | 3.23 | 0 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | Q | Q | Q | 25.4 | 2.4 | 25.8 | 29.8 | 2.08 | 3.66 | 0 |
| | | | DR | 13 | 0.0 | 58.5 | 33.3 | 0.0 | 0.5 | 7.5 | 6.3 | 5.28 | 9.15 | 0 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | Q | Q | Q | 13.3 | 2.6 | 32.1 | 36.8 | 1.95 | 3.76 | 0 |
| | | | TB | 61 | Q | Q | Q | 75.4 | 4.8 | 58.6 | 52.5 | 1.53 | 0.00 | 245 |
| | | | DR | 6 | Q | Q | Q | 0.0 | 0.1 | 2.4 | 1.9 | 3.20 | 6.59 | 0 |
| 5022 | OH | Toledo RTA | MB | 178 | 70.1 | 319.4 | 149.8 | 17.6 | 2.7 | 40.2 | 37.5 | 3.48 | 4.22 | 0 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 100.0 | 247.3 | 85.4 | 50.0 | 4.0 | 42.1 | 42.7 | 2.10 | 3.68 | 0 |
| 4003 | TN | Memphis Area TA | MB | 139 | 59.9 | 295.5 | 97.3 | 22.3 | 2.5 | 38.7 | 36.2 | 1.85 | 3.58 | 0 |
| | | | DR | 7 | 0.0 | 79.6 | 30.4 | 0.0 | 0.2 | 39.1 | 3.4 | 4.72 | 6.19 | 0 |
| 4004 | TN | Nashville-MTA | MB | 119 | 134.3 | 338.0 | 118.5 | 34.4 | 2.2 | 34.3 | 30.3 | 2.28 | 3.81 | 0 |
| | | | VP | 12 | 0.0 | 192.5 | 498.2 | 0.0 | 0.3 | 0.0 | 12.1 | 0.00 | 0.00 | 0 |
| 6006 | TX | El Paso PTA | MB | 84 | Q | Q | Q | 23.2 | 2.8 | 34.6 | 34.7 | 1.68 | 3.18 | 0 |
| | | | DR | 8 | Q | Q | Q | 0.0 | 0.1 | 1.6 | 2.1 | 4.12 | 4.92 | 0 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 71.4 | 257.4 | 106.4 | 14.8 | 1.7 | 21.1 | 22.1 | 2.46 | 3.11 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 152.0 | 384.2 | 141.5 | 63.1 | 5.3 | 61.8 | 58.7 | 1.94 | 3.21 | 0 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 56.0 | 328.2 | 161.7 | 12.0 | 3.1 | 31.2 | 34.6 | 2.15 | 3.58 | 0 |
| | | | DR | 17 | 0.0 | Q | Q | 0.0 | Q | 2.1 | 1.9 | 41.46 | 10.56 | 0 |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 67.2 | 379.5 | 117.7 | 12.4 | 1.5 | 25.3 | 21.7 | 2.17 | 4.50 | 0 |
| | | | VP | 8 | 0.0 | 159.6 | 284.3 | 0.0 | 0.4 | 45.2 | 10.1 | 50.11 | 13.99 | 0 |
| | | | DR | 18 | 0.0 | 51.8 | 21.2 | 0.0 | 0.2 | 3.4 | 3.1 | 5.87 | 8.28 | 0 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 96.2 | 644.1 | 175.8 | 19.4 | 2.6 | 36.7 | 35.4 | 1.71 | 5.19 | 0 |
| | | | DR | 25 | 0.0 | 55.9 | 27.6 | 0.0 | 0.2 | 4.6 | 3.4 | 14.27 | 8.13 | 0 |
| 5005 | WI | Madison Metro | MB | 173 | 120.2 | 302.1 | 148.9 | 32.3 | 2.9 | 34.0 | 40.0 | 1.60 | 3.61 | 0 |
| | | | DR | 9 | 0.0 | 33.5 | 10.8 | 0.0 | 0.2 | 1.4 | 1.9 | 1.41 | 6.67 | 0 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 67.9 | 401.6 | 117.5 | 13.1 | 1.7 | 27.3 | 22.6 | 1.24 | 4.20 | 0 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | Q | Q | Q | 10.4 | 2.1 | 28.7 | 26.5 | 3.05 | 4.17 | 0 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | Q | Q | Q | 5.3 | 1.6 | 15.7 | 19.9 | 1.68 | 4.62 | 0 |
| 9027 | CA | Fresno TS | MB | 67 | 66.5 | 380.8 | 116.9 | 22.1 | 2.7 | 40.0 | 38.9 | 1.51 | 3.26 | 0 |
| | | | DR | 9 | 0.0 | 19.0 | 9.4 | 0.0 | 0.2 | 2.8 | 1.8 | 14.74 | 9.14 | 0 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 46.3 | 602.9 | 148.2 | 6.5 | 1.1 | 22.4 | 20.8 | 2.67 | 4.50 | 0 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 36.9 | 456.5 | 131.6 | 6.8 | 1.4 | 23.0 | 24.2 | 2.52 | 3.88 | 0 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 69.2 | 570.0 | 135.8 | 15.5 | 2.1 | 29.0 | 30.3 | 1.26 | 4.32 | 0 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 221.6 | 603.9 | 204.1 | 65.9 | 4.9 | 77.0 | 60.7 | 2.03 | 3.20 | 0 |
| 9012 | CA | Stockton MTD | MB | 43 | 22.3 | 117.9 | 41.4 | 11.2 | 1.7 | 23.7 | 20.7 | 2.96 | 4.35 | 0 |
| | | | DR | 7 | 0.0 | 26.4 | 11.3 | 0.0 | 0.2 | 3.0 | 2.7 | 3.63 | 9.88 | 0 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 42.9 | 372.6 | 118.1 | 10.4 | 1.8 | 31.5 | 28.6 | 2.70 | 3.88 | 0 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | Q | Q | Q | 19.3 | 3.4 | 44.0 | 47.6 | 1.91 | 3.38 | 0 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 0.0 | 52.3 | 25.4 | 0.0 | 0.3 | 4.4 | 3.6 | 5.56 | 6.41 | 0 |
| 4035 | FL | Orlando TCT | MB | 69 | 31.4 | 406.5 | 114.4 | 8.1 | 2.0 | 33.6 | 29.4 | 3.50 | 3.90 | 0 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 31.9 | 350.2 | 117.3 | 5.7 | 1.4 | 19.2 | 20.9 | 3.07 | 4.29 | 0 |
| | | | DR | 12 | 0.0 | 39.7 | 17.6 | 0.0 | 0.3 | 3.8 | 3.7 | 2.78 | 5.42 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 134.3 | 506.1 | 112.1 | 37.7 | 2.8 | 42.7 | 31.5 | 18.92 | 3.64 | 0 |
| | | | DR | 9 | 0.0 | 47.6 | 30.0 | 0.0 | 0.2 | 2.7 | 3.6 | 71.36 | 7.27 | 0 |
| 7010 | IA | Des Moines MTA | MB | 74 | 37.1 | 150.8 | 64.3 | 15.2 | 2.2 | 29.5 | 26.3 | 1.78 | 3.83 | 0 |
| | | | DR | 16 | 0.0 | 80.0 | 52.8 | 0.0 | 0.6 | 8.1 | 8.4 | 7.05 | 7.63 | 0 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 14.2 | 36.4 | 14.2 | 17.2 | 1.3 | 16.5 | 17.2 | 2.06 | 3.90 | 0 |
| 5058 | IL | Rockford MTD | MB | 40 | 28.5 | 249.3 | 97.4 | 8.3 | 2.6 | 29.9 | 28.2 | 2.78 | 3.37 | 0 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 87.9 | 697.3 | 315.3 | 12.0 | 2.2 | 35.1 | 42.9 | 1.64 | 4.07 | 0 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 110.5 | 702.4 | 198.5 | 22.2 | 3.0 | 47.9 | 39.9 | 1.50 | 0.00 | 0 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 28.4 | 121.7 | 54.6 | 10.9 | 1.7 | 21.6 | 21.0 | 2.07 | 3.66 | 0 |
| 5052 | IN | South Bend PTC | MB | 48 | 71.8 | 271.9 | 90.8 | 24.4 | 2.3 | 32.6 | 30.9 | 2.05 | 3.59 | 0 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 70.8 | 291.9 | 130.4 | 17.2 | 2.3 | 33.1 | 31.6 | 2.42 | 4.17 | 0 |
| | | | DR | 8 | 0.0 | 45.4 | 22.7 | 0.0 | 0.2 | 4.3 | 3.0 | 7.87 | 9.68 | 0 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 44.0 | 197.4 | 61.2 | 15.6 | 2.2 | 28.8 | 21.7 | 1.59 | 3.67 | 0 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 66.5 | 383.8 | 144.3 | 19.1 | 3.3 | 44.7 | 41.3 | 1.95 | 4.06 | 0 |
| 1004 | MA | Brockton Area TA | MB | 40 | 118.6 | 584.2 | 226.6 | 19.0 | 2.9 | 22.3 | 36.4 | 1.26 | 3.20 | 0 |
| | | | DR | 24 | 0.0 | 46.2 | 26.6 | 0.0 | 0.4 | 8.1 | 7.4 | 10.60 | 8.80 | 0 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 72.2 | 184.5 | 79.3 | 32.2 | 3.4 | 36.1 | 35.4 | 2.01 | 4.12 | 0 |
| | | | DR | 7 | 0.0 | 12.8 | 8.2 | 0.0 | 0.3 | 2.2 | 2.5 | 4.70 | 5.30 | 0 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 82.4 | 189.3 | 86.5 | 31.8 | 2.8 | 34.2 | 33.4 | 1.81 | 3.61 | 0 |
| 1014 | MA | Worcester RTA | MB | 56 | 40.6 | 234.2 | 77.1 | 17.5 | 2.9 | 37.9 | 33.3 | 2.42 | 3.57 | 0 |
| | | | DR | 3 | 0.0 | 81.6 | 75.9 | 0.0 | 2.6 | 12.8 | 19.0 | 1.05 | 5.68 | 0 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 4.1 | 147.9 | 74.5 | 0.8 | 1.0 | 11.1 | 14.5 | 1.87 | 5.97 | 0 |
| | | | DR | 3 | 0.0 | 29.5 | 13.5 | 0.0 | 0.2 | 3.2 | 2.7 | 1.92 | 4.13 | 0 |
| 5032 | MI | Flint-MTA | MB | 51 | 77.6 | 336.8 | 111.3 | 22.2 | 2.2 | 30.6 | 31.8 | 1.77 | 4.01 | 0 |
| | | | DR | 6 | 0.0 | 28.6 | 15.3 | 0.0 | 0.2 | 1.0 | 2.4 | 2.41 | 4.35 | 0 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 65.8 | 323.6 | 137.0 | 21.3 | 3.0 | 39.4 | 44.3 | 1.71 | 3.79 | 0 |
| | | | DR | 4 | 0.0 | 35.9 | 15.1 | 0.0 | 0.2 | 1.9 | 2.4 | 1.71 | 7.18 | 0 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 57.7 | 381.0 | 116.7 | 14.5 | 2.1 | 29.7 | 29.3 | 1.45 | 3.72 | 0 |
| | | | DR | 8 | 0.0 | 38.4 | 11.2 | 0.0 | 0.3 | 3.0 | 3.2 | 1.45 | 5.31 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 5025 | MN | Duluth TA | MB | 68 | 69.5 | 213.2 | 93.7 | 24.4 | 2.7 | 32.6 | 32.8 | 1.88 | 3.54 | 0 |
| | | | DR | 3 | 0.0 | 31.3 | 12.7 | 0.0 | 0.2 | 8.7 | 2.3 | 4.15 | 0.00 | 0 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 37.4 | 244.2 | 92.4 | 8.2 | 1.5 | 23.7 | 20.3 | 2.66 | 3.18 | 0 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 77.9 | 410.9 | 142.8 | 22.8 | 2.9 | 38.7 | 41.8 | 3.03 | 3.11 | 0 |
| | | | DR | 13 | 0.0 | 5.8 | 2.9 | 0.0 | 0.0 | 0.6 | 0.4 | 2.88 | 6.04 | 0 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 165.6 | 962.2 | 504.0 | 7.1 | 0.8 | 16.4 | 21.6 | 3.61 | 5.13 | 0 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 2898.6 | 940.5 | 651.1 | 334.8 | 2.6 | 30.1 | 75.2 | 1.29 | 0.00 | 131 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | Q | Q | Q | 8.1 | Q | 22.9 | 21.5 | 3.01 | 3.68 | 0 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 90.0 | 677.8 | 347.5 | 5.6 | 1.6 | 17.2 | 21.7 | 1.03 | 4.04 | 0 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 65.3 | 433.3 | 210.9 | 1.5 | 0.1 | 2.9 | 4.7 | 2.11 | 4.49 | 0 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 747.2 | 334.7 | 120.7 | 186.8 | 3.8 | 28.9 | 30.2 | 0.86 | 2.27 | 0 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | Q | Q | Q | 34.3 | 1.6 | 19.0 | 21.5 | 1.66 | 3.77 | 0 |
| | | | DR | 4 | Q | Q | Q | 0.0 | 0.3 | 0.7 | 2.8 | 1.93 | 7.35 | 0 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | Q | Q | Q | 6.9 | 1.4 | 20.7 | 22.0 | 1.53 | 3.58 | 0 |
| | | | DR | 4 | Q | Q | Q | 0.0 | Q | 5.9 | 7.6 | 4.74 | 5.10 | 0 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 37.1 | 350.5 | 107.0 | 9.7 | 2.0 | 28.6 | 28.0 | 2.32 | 4.84 | 0 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 35.5 | 293.1 | 113.6 | 11.2 | 2.8 | 38.9 | 35.8 | 2.78 | 4.07 | 0 |
| 3013 | PA | Erie MTA | MB | 57 | 59.1 | 259.1 | 106.8 | 22.6 | 3.4 | 48.2 | 40.8 | 1.95 | 4.04 | 0 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 143.3 | 284.0 | 129.0 | 42.1 | 3.2 | 40.6 | 37.9 | 2.19 | 3.56 | 0 |
| 3024 | PA | Reading-BARTA | MB | 43 | 30.5 | 339.1 | 137.3 | 8.7 | 3.9 | 50.9 | 39.2 | 2.49 | 3.56 | 0 |
| | | | DR | 18 | 0.0 | 86.2 | 49.8 | 0.0 | 0.5 | 8.0 | 7.1 | 2.57 | 7.14 | 0 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | Q | Q | Q | 48.4 | Q | 45.5 | 38.3 | 1.52 | 4.17 | 0 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 34.7 | 237.6 | 93.8 | 9.9 | 1.8 | 26.3 | 26.8 | 1.53 | 3.70 | 0 |
| | | | IP | 2 | 150.1 | 150.1 | 91.1 | 150.1 | 15.9 | 31.3 | 91.1 | 1.28 | 0.00 | 67 |
| | | | VP | 3 | 0.0 | 170.0 | 200.0 | 0.0 | 0.3 | 0.0 | 8.0 | 0.00 | 31.75 | 0 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | Q | Q | Q | 7.3 | 1.4 | 17.3 | 19.1 | 2.01 | 3.35 | 0 |
| | | | DR | 5 | 0.0 | 33.0 | 17.0 | 0.0 | 0.2 | 3.5 | 2.7 | 4.05 | 5.71 | 0 |
| 6002 | TX | Austin TS | MB | 73 | 46.6 | 230.4 | 79.9 | 16.0 | 2.1 | 31.2 | 27.3 | 1.85 | 3.53 | 0 |
| | | | DR | 10 | 0.0 | 54.7 | 14.9 | 0.0 | 0.2 | 2.7 | 2.3 | 5.18 | 6.88 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 6003 | TX | Corpus Christi TS | MB | 42 | 27.4 | 189.7 | 64.9 | 8.6 | 1.6 | 20.8 | 20.3 | 1.43 | 3.64 | 0 |
| | | | DR | 9 | 0.0 | 17.1 | 8.4 | 0.0 | 0.0 | 1.2 | 0.7 | 2.88 | 9.07 | 0 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 23.6 | 314.0 | 221.3 | 2.1 | 1.2 | 19.3 | 19.3 | 1.90 | 4.50 | 0 |
| | | | VP | 2 | 0.0 | 80.4 | 161.5 | 0.0 | 0.3 | 23.7 | 4.8 | 0.00 | 0.00 | 0 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 497.8 | 553.6 | 199.2 | 37.4 | Q | 14.1 | 15.0 | 1.95 | 4.28 | 0 |
| | | | VP | 1 | 0.0 | 211.6 | 552.6 | 0.0 | 0.2 | 25.5 | 13.3 | 62.17 | 11.90 | 0 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 47.6 | 287.9 | 106.6 | 9.3 | 1.5 | 23.7 | 20.9 | 1.59 | 5.16 | 0 |
| | | | VP | 18 | 0.0 | 283.0 | 577.8 | 0.0 | 0.1 | 90.1 | 6.6 | 20.09 | 10.32 | 0 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 21.8 | 217.7 | 85.4 | 4.8 | 1.1 | 21.2 | 19.0 | 3.46 | 4.97 | 0 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 59.2 | 403.0 | 107.5 | 10.5 | 1.4 | 20.2 | 19.1 | 1.60 | 3.98 | 0 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | 39.5 | 345.5 | 113.9 | 9.6 | 2.0 | 28.6 | 27.5 | 2.63 | 4.05 | 0 |
| | | | DR | 1 | 0.0 | 49.7 | 15.2 | 0.0 | 0.1 | 1.2 | 1.8 | 3.75 | 5.55 | 0 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 51.4 | 288.4 | 111.8 | 25.2 | 4.5 | 58.2 | 54.8 | 2.02 | 3.24 | 0 |
| | | | DR | 1 | 0.0 | 33.4 | 10.9 | 0.0 | 0.1 | 3.0 | 1.6 | 5.05 | 5.64 | 0 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | Q | Q | Q | 11.3 | 2.1 | 34.1 | 28.4 | 2.83 | 4.23 | 0 |
| 9010 | CA | City of Torrance TS | MB | 25 | 108.1 | 756.4 | 184.4 | 17.8 | 2.2 | 43.1 | 30.3 | 2.13 | 4.18 | 0 |
| | | | DR | 5 | 0.0 | 14.9 | 8.6 | 0.0 | 0.2 | 21.7 | 2.5 | 1.74 | 8.14 | 0 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 62.0 | 333.7 | 111.5 | 22.2 | 2.8 | 54.8 | 39.8 | 2.31 | 3.85 | 0 |
| | | | DR | 10 | 0.0 | 28.4 | 19.1 | 0.0 | 0.6 | 16.2 | 5.5 | 6.29 | 6.61 | 0 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 36.0 | 249.2 | 83.3 | 6.8 | 1.1 | 53.7 | 15.7 | 2.67 | 4.50 | 0 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 101.3 | 400.0 | 105.9 | 36.4 | 3.2 | 47.1 | 38.0 | 2.85 | 3.37 | 0 |
| | | | DR | 2 | 0.0 | 17.5 | 11.6 | 0.0 | 0.4 | 4.2 | 4.3 | 2.26 | 5.23 | 0 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 32.9 | 374.8 | 119.9 | 7.4 | 1.8 | 27.7 | 26.8 | 2.61 | 4.27 | 0 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 123.7 | 602.8 | 193.2 | 20.8 | 2.3 | 35.8 | 32.5 | 1.98 | 4.43 | 0 |
| 1057 | CT | Norwalk TD | MB | 18 | 41.9 | 221.3 | 67.7 | 18.1 | 2.1 | 30.9 | 29.3 | 2.90 | 3.67 | 0 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 9.5 | 88.9 | 38.9 | 5.1 | 1.9 | 26.9 | 21.1 | 1.87 | 4.20 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 0.0 | 19.0 | 14.3 | 0.0 | 0.1 | 1.8 | 2.0 | 7.91 | 5.11 | 0 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 36.7 | 580.4 | 160.8 | 4.8 | 1.2 | 22.9 | 21.0 | 2.86 | 3.77 | 0 |
| | | | DR | 17 | 0.0 | 30.1 | 24.8 | 0.0 | 0.5 | 7.7 | 6.6 | 2.80 | 3.73 | 0 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 46.9 | 227.7 | 81.4 | 17.8 | 2.1 | 31.4 | 31.0 | 3.78 | 4.05 | 0 |
| | | | DR | 8 | 0.0 | 70.4 | 32.5 | 0.0 | 0.2 | 4.6 | 3.6 | 74.99 | 8.36 | 0 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 0.0 | 151.2 | 70.6 | 0.0 | 0.5 | 6.3 | 6.9 | 3.09 | 6.66 | 0 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 37.5 | 351.4 | 95.5 | 10.5 | 2.3 | 29.4 | 26.8 | 2.24 | 4.25 | 0 |
| | | | DR | 2 | 0.0 | 48.5 | 15.9 | 0.0 | 0.2 | 3.5 | 2.6 | 3.43 | 6.36 | 0 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 45.0 | 237.7 | 82.2 | 17.9 | 2.8 | 36.3 | 32.8 | 1.96 | 3.36 | 0 |
| | | | DR | 8 | 0.0 | 13.4 | 10.7 | 0.0 | 0.2 | 2.2 | 2.8 | 3.48 | 4.07 | 0 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 18.1 | 148.5 | 52.6 | 5.6 | 1.0 | 16.7 | 16.2 | 2.66 | 4.59 | 0 |
| 4023 | GA | Augusta TD | MB | 20 | Q | Q | Q | 17.4 | 2.5 | 27.7 | 27.4 | 2.80 | 3.33 | 0 |
| 4024 | GA | Columbus-METRA | MB | 31 | 29.1 | 268.5 | 71.9 | 11.9 | 2.1 | 33.9 | 29.4 | 3.23 | 4.25 | 0 |
| | | | DR | 2 | 0.0 | 1.4 | 3.2 | 0.0 | 0.2 | 0.3 | 0.9 | 1.31 | 3.59 | 0 |
| 4025 | GA | Savannah TA | MB | 39 | 17.1 | 137.6 | 33.4 | 6.0 | 1.0 | 12.5 | 11.7 | 1.43 | 4.11 | 0 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 78.3 | 226.7 | 79.8 | 21.0 | 1.8 | 28.0 | 21.4 | 3.01 | 3.40 | 0 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 66.0 | 264.9 | 74.8 | 30.2 | 3.1 | 55.4 | 34.2 | 2.47 | 4.23 | 0 |
| 7012 | IA | Sioux City TS | MB | 19 | 42.2 | 308.5 | 106.7 | 12.5 | 3.0 | 39.1 | 31.5 | 1.83 | 4.09 | 0 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 31.7 | 124.4 | 49.1 | 8.6 | 1.0 | 14.1 | 13.3 | 2.97 | 4.74 | 0 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 22.3 | 161.3 | 67.8 | 6.9 | 1.4 | 24.5 | 21.0 | 3.39 | 4.70 | 0 |
| | | | DR | 4 | 0.0 | 29.8 | 13.3 | 0.0 | 0.2 | 1.8 | 2.6 | 5.68 | 5.62 | 0 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 59.4 | 282.5 | 90.5 | 15.8 | 1.8 | 23.7 | 24.0 | 1.63 | 3.65 | 0 |
| 5061 | IL | Decatur Public TS | MB | 22 | 24.9 | 139.3 | 64.6 | 9.4 | 1.9 | 25.7 | 24.5 | 1.97 | 3.46 | 0 |
| | | | DR | 1 | 0.0 | 13.0 | 9.7 | 0.0 | 0.2 | 2.6 | 1.9 | 3.57 | 6.24 | 0 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 24.5 | 237.8 | 115.8 | 4.5 | 1.3 | 19.5 | 21.5 | 2.93 | 4.21 | 0 |
| | | | DR | 11 | 0.0 | 36.4 | 20.2 | 0.0 | 0.2 | 6.9 | 4.3 | 6.74 | 6.31 | 0 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 60.8 | 266.5 | 94.5 | 15.0 | 1.7 | 28.7 | 23.3 | 1.86 | 3.91 | 0 |
| 5059 | IL | Springfield MTD | MB | 35 | 27.7 | 115.9 | 49.0 | 12.6 | 1.9 | 19.0 | 22.3 | 1.30 | 3.93 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 49.7 | 389.2 | 171.5 | 8.8 | 2.0 | 29.8 | 30.5 | 2.06 | 4.05 | 0 |
| 5045 | IN | Gary PTC | MB | 26 | 38.1 | 263.2 | 60.3 | 17.1 | 2.2 | 25.4 | 27.1 | 1.48 | 2.73 | 0 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 0.0 | 39.3 | 25.1 | 0.0 | 0.3 | 4.3 | 4.0 | 0.00 | 8.10 | 0 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | Q | Q | Q | 7.5 | 1.3 | 25.3 | 19.8 | 2.62 | 3.68 | 0 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 177.8 | 688.0 | 222.0 | 37.8 | 3.1 | 56.6 | 47.2 | 2.25 | 3.81 | 0 |
| 6024 | LA | Shreveport Area TS | MB | 43 | Q | Q | Q | 14.9 | 2.5 | 42.2 | 33.2 | 2.09 | 3.71 | 0 |
| 1005 | MA | Lowell RTA | MB | 22 | 65.3 | 338.5 | 139.7 | 16.8 | 3.6 | 40.2 | 35.8 | 2.34 | 4.19 | 0 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 80.8 | 237.9 | 109.8 | 22.7 | 2.5 | 32.1 | 30.9 | 1.61 | 4.15 | 0 |
| 5034 P | MI | Jackson PTC | MB | 16 | 27.7 | 242.1 | 67.5 | 9.7 | 1.9 | 18.3 | 23.7 | 1.38 | 3.27 | 0 |
| | | | DR | 13 | 0.0 | 17.0 | 10.8 | 0.0 | 0.2 | 4.1 | 3.4 | 2.69 | 6.54 | 0 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 55.1 | 370.1 | 131.5 | 11.0 | 1.9 | 27.5 | 26.3 | 1.52 | 3.40 | 0 |
| 5039 | MI | Saginaw TS | MB | 31 | 37.2 | 124.4 | 69.6 | 14.2 | 2.1 | 21.0 | 26.7 | 2.24 | 3.99 | 0 |
| | | | DR | 5 | 0.0 | 12.5 | 5.5 | 0.0 | 0.2 | 2.6 | 2.2 | 4.58 | 7.10 | 0 |
| 7003 | MO | Springfield City Utility | MB | 23 | 33.6 | 220.5 | 68.3 | 6.7 | 1.0 | 15.0 | 13.5 | 2.74 | 5.60 | 0 |
| | | | DR | 3 | 0.0 | 18.4 | 7.2 | 0.0 | 0.2 | 2.7 | 1.8 | 2.77 | 6.26 | 0 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 37.1 | 254.1 | 110.4 | 10.2 | 2.3 | 34.2 | 30.4 | 1.52 | 3.75 | 0 |
| | | | DR | 7 | 0.0 | 59.9 | 31.6 | 0.0 | 0.4 | 6.6 | 5.4 | 10.21 | 8.48 | 0 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 12.6 | 138.5 | 55.4 | 4.6 | 1.5 | 23.2 | 20.4 | 2.82 | 3.92 | 0 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 41.2 | 112.3 | 48.0 | 24.6 | 3.0 | 24.1 | 28.7 | 2.21 | 3.67 | 0 |
| | | | DR | 3 | 0.0 | 38.0 | 15.9 | 0.0 | 0.5 | 4.3 | 4.7 | 8.55 | 8.72 | 0 |
| 1002 | NH | Manchester TA | MB | 30 | 16.2 | 124.9 | 44.6 | 7.2 | 2.3 | 21.1 | 19.8 | 1.25 | 4.48 | 0 |
| | | | DR | 2 | 0.0 | 10.6 | 11.9 | 0.0 | 0.4 | 1.8 | 2.1 | 1.06 | 9.33 | 0 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 0.0 | 32.5 | 14.9 | 0.0 | 0.3 | 5.5 | 3.7 | 6.41 | 8.52 | 0 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 77.0 | 792.3 | 141.0 | 21.6 | 3.1 | 42.9 | 39.6 | 2.50 | 3.31 | 0 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 0.0 | 28.2 | 13.5 | 0.0 | 0.2 | 2.8 | 2.6 | 6.61 | 7.93 | 0 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 55.8 | 326.7 | 84.1 | 18.6 | 2.0 | 27.2 | 28.0 | 2.57 | 3.89 | 0 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 48.3 | 263.2 | 101.1 | 16.7 | 2.7 | 38.5 | 34.8 | 3.17 | 4.23 | 0 |
| | | | DR | 4 | 0.0 | 100.7 | 56.6 | 0.0 | 0.1 | 3.6 | 3.0 | 11.11 | 6.77 | 0 |

## TABLE 3.18.3 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

## Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 1487.0 | 1181.4 | 371.3 | 215.5 | 2.6 | 22.1 | 53.8 | 0.00 | 0.00 | 156 |
| 2021 | NY | Utica TA | MB | 33 | 35.8 | 186.2 | 91.8 | 14.7 | 2.2 | 28.5 | 37.7 | 2.29 | 4.63 | 0 |
| | | | DR | 1 | 0.0 | 3.1 | 5.5 | 0.0 | 0.3 | 0.5 | 2.5 | 0.57 | 16.58 | 0 |
| 5011 | OH | Canton RTA | MB | 39 | 38.5 | 146.9 | 53.1 | 13.4 | 1.8 | 19.7 | 18.5 | 1.41 | 3.64 | 0 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 40.9 | 186.7 | 73.6 | 12.3 | 2.0 | 18.1 | 22.2 | 1.17 | 3.37 | 0 |
| | | | DR | 4 | 0.0 | 7.5 | 3.8 | 0.0 | 0.5 | 5.8 | 3.8 | 6.99 | 9.29 | 0 |
| 0025 | OR | Salem Area MTD | MB | 41 | 70.6 | 211.8 | 91.0 | 21.7 | 1.9 | 26.1 | 28.0 | 2.33 | 4.77 | 0 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 8.3 | 140.5 | 68.3 | 3.3 | 2.3 | 29.6 | 27.0 | 2.39 | 4.19 | 0 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 73.3 | 436.4 | 132.8 | 21.1 | 3.2 | 44.7 | 38.2 | 2.24 | 3.93 | 0 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 22.8 | 242.5 | 93.4 | 6.7 | 1.9 | 30.8 | 27.5 | 3.91 | 4.33 | 0 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 21.9 | 274.6 | 80.9 | 9.3 | 2.8 | 39.4 | 34.4 | 1.63 | 3.72 | 0 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 28.2 | 223.8 | 91.2 | 9.8 | 2.5 | 32.6 | 31.9 | 4.53 | 4.38 | 0 |
| 4053 | SC | Greenville TA | MB | 23 | Q | Q | Q | 10.6 | 1.1 | 16.5 | 15.0 | 4.15 | 4.49 | 0 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 0.0 | 10.3 | 15.1 | 0.0 | 0.0 | 13.5 | 7.9 | 6.26 | 6.61 | 0 |
| 6010 | TX | City of Lubbock | MB | 23 | 19.5 | 122.1 | 41.9 | 13.5 | 2.1 | 29.0 | 29.0 | 2.69 | 3.68 | 0 |
| | | | DR | 3 | 0.0 | 31.8 | 12.4 | 0.0 | 0.1 | 2.4 | 1.8 | 1.97 | 6.90 | 0 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 28.6 | 245.6 | 78.7 | 8.2 | 1.7 | 24.4 | 22.5 | 3.53 | 3.87 | 0 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 79.5 | 551.1 | 194.6 | 36.5 | 6.1 | 84.4 | 89.4 | 2.13 | 5.23 | 0 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 137.8 | 420.1 | 172.5 | 18.9 | 1.7 | 28.4 | 23.7 | 2.52 | 6.16 | 0 |
| | | | VP | 1 | 0.0 | 72.8 | 186.7 | 0.0 | 0.2 | 7.8 | 8.0 | 6.32 | 16.65 | 0 |
| | | | DR | 3 | 0.0 | 32.8 | 14.3 | 0.0 | 0.4 | 7.4 | 4.6 | 4.43 | 6.83 | 0 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 29.7 | 188.1 | 58.6 | 9.8 | 1.5 | 21.1 | 19.3 | 2.32 | 5.35 | 0 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 40.9 | 245.1 | 78.8 | 13.6 | 2.4 | 29.7 | 26.3 | 1.39 | 5.16 | 0 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 42.1 | 211.0 | 96.0 | 12.5 | 2.0 | 33.3 | 28.6 | 6.12 | 4.98 | 0 |
| 5006 | WI | Belle Urban System | MB | 33 | 51.3 | 235.5 | 74.1 | 18.3 | 2.3 | 39.9 | 26.5 | 5.04 | 4.07 | 0 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 37.2 | 202.5 | 91.1 | 9.9 | 2.1 | 28.9 | 24.2 | 1.96 | 4.32 | 0 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 84.1 | 260.3 | 107.1 | 30.0 | 3.0 | 45.0 | 38.2 | 3.76 | 3.89 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 0.0 | 10.5 | 7.0 | 0.0 | 0.5 | 5.5 | 3.5 | 0.00 | 4.73 | 0 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 0.0 | 51.4 | 24.1 | 0.0 | 0.5 | 7.4 | 7.3 | 8.93 | 6.55 | 0 |
| 9043 | CA | City of Commerce | MB | 6 | 21.6 | 368.4 | 98.6 | 9.7 | 4.0 | 51.5 | 44.1 | 0.97 | 4.04 | 0 |
| | | | DR | 1 | 0.0 | 26.6 | 12.7 | 0.0 | 0.1 | 2.4 | 1.3 | 2.40 | 7.35 | 0 |
| 9113 | CA | City of El Cerrito | DR | 2 | 0.0 | 14.1 | 7.3 | 0.0 | 0.5 | 4.2 | 3.3 | 10.46 | 8.77 | 0 |
| 9092 | CA | City of Fairfield | MB | 4 | 0.0 | 0.0 | 0.0 | 2.8 | 1.1 | 14.7 | 14.5 | 4.35 | 4.28 | 0 |
| | | | DR | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 5.6 | 5.1 | 4.14 | 4.77 | 0 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 62.5 | 930.6 | 299.5 | 6.4 | 1.7 | 30.5 | 30.5 | 2.48 | 4.58 | 0 |
| | | | DR | 2 | 0.0 | 78.9 | 43.9 | 0.0 | 0.5 | 3.5 | 3.3 | 7.38 | 5.71 | 0 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 114.7 | 599.0 | 144.2 | 33.3 | 3.5 | 49.4 | 41.9 | 1.60 | 3.06 | 0 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 13.4 | 174.7 | 58.5 | 4.3 | 1.3 | 11.3 | 18.8 | 0.90 | 3.41 | 0 |
| 9088 | CA | Napa City Bus | MB | 8 | 43.5 | 407.5 | 139.5 | 9.1 | 2.1 | 39.2 | 29.3 | 3.05 | 3.89 | 0 |
| 9022 | CA | Norwalk TS | MB | 17 | 31.8 | 284.3 | 83.8 | 9.1 | 1.6 | 26.8 | 23.9 | 1.92 | 4.15 | 0 |
| | | | DR | 2 | 0.0 | 31.5 | 10.1 | 0.0 | 0.3 | 2.5 | 3.1 | 2.25 | 5.22 | 0 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 60.2 | 403.0 | 111.8 | 9.9 | 1.4 | 20.5 | 18.3 | 1.27 | 3.85 | 0 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 81.0 | 1014.6 | 347.9 | 7.0 | 1.6 | 29.4 | 30.0 | 2.04 | 4.77 | 0 |
| | | | DR | 7 | 0.0 | 146.7 | 53.1 | 0.0 | 0.4 | 6.6 | 6.0 | 2.42 | 8.25 | 0 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 0.0 | 37.7 | 19.8 | 0.0 | 0.3 | 7.3 | 5.1 | 3.02 | 6.42 | 0 |
| 9054 | CA | San Diego Trolley | SC | 18 | 2888.8 | 2567.9 | 580.8 | 336.4 | 3.2 | 68.6 | 67.6 | 2.16 | 0.00 | 215 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 32.5 | 332.2 | 95.3 | 9.2 | 1.9 | 36.9 | 26.9 | 2.61 | 4.17 | 0 |
| 8010 | CO | City of Greeley | MB | 13 | 3.0 | 57.6 | 15.9 | 1.7 | 0.7 | 12.0 | 8.8 | 4.36 | 4.32 | 0 |
| | | | DR | 2 | 0.0 | 31.6 | 8.6 | 0.0 | 0.5 | 4.5 | 4.6 | 2.35 | 5.76 | 0 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 0.9 | 12.8 | 3.7 | 0.3 | 0.1 | 1.7 | 1.3 | 2.15 | 4.56 | 0 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 36.7 | 282.5 | 81.7 | 14.6 | 2.1 | 34.7 | 32.6 | 1.71 | 3.65 | 0 |
| | | | DR | 3 | 0.0 | 13.1 | 7.5 | 0.0 | 0.2 | 1.0 | 3.0 | 17.40 | 12.47 | 0 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 0.0 | 118.4 | 64.1 | 0.0 | 0.7 | 8.2 | 9.6 | 2.90 | 5.02 | 0 |
| 1047 P | CT | New Britain Trans | MB | 8 | 30.4 | 231.8 | 78.4 | 10.1 | 1.7 | 30.1 | 26.1 | 4.60 | 4.21 | 0 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 9.7 | 176.5 | 62.9 | 2.4 | 1.0 | 16.6 | 15.7 | 4.28 | 4.20 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 19.3 | 204.4 | 82.0 | 6.4 | 2.2 | 32.6 | 27.2 | 9.70 | 3.76 | 0 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 14.8 | 278.7 | 104.1 | 2.7 | 1.2 | 20.1 | 19.0 | 2.95 | 4.32 | 0 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 53.4 | 299.0 | 96.3 | 19.0 | 2.7 | 33.0 | 34.3 | 1.64 | 3.83 | 0 |
| 1041 | CT | Westport TD | MB | 15 | 4.4 | 74.0 | 24.7 | 1.5 | 0.8 | 10.1 | 8.2 | 3.24 | 4.98 | 0 |
| | | | DR | 1 | 0.0 | 18.1 | 12.5 | 0.0 | 0.3 | 1.1 | 4.2 | 10.86 | 17.51 | 0 |
| 4038 | FL | Escambia County TSys | MB | 18 | 40.8 | 338.7 | 99.9 | 8.8 | 1.5 | 20.5 | 21.6 | 1.63 | 3.45 | 0 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 10.6 | 315.9 | 101.1 | 1.7 | 0.9 | 16.2 | 16.2 | 3.46 | 5.29 | 0 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 13.3 | 162.5 | 56.0 | 2.7 | 0.6 | 11.7 | 11.2 | 3.99 | 4.56 | 0 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 28.2 | 435.3 | 119.5 | 3.3 | 1.0 | 15.4 | 14.0 | 3.79 | 6.02 | 0 |
| 4050 | FL | Smyrna TS | MB | 4 | 3.0 | 38.5 | 14.4 | 0.5 | 0.3 | 4.4 | 2.6 | 2.52 | 5.85 | 0 |
| 4021 | GA | Albany TS | MB | 10 | 24.4 | 205.3 | 64.1 | 5.2 | 1.0 | 14.6 | 13.7 | 2.67 | 3.42 | 0 |
| 4047 | GA | Athens TS | MB | 10 | 19.6 | 172.5 | 73.1 | 7.5 | 2.2 | 28.9 | 28.1 | 2.82 | 3.87 | 0 |
| 4058 | GA | Rome TD | MB | 20 | 40.2 | 118.6 | 53.0 | 15.8 | 1.4 | 21.7 | 20.8 | 4.54 | 5.23 | 0 |
| 7007 | IA | Bettendorf TS | MB | 3 | 26.6 | 238.7 | 65.6 | 6.7 | 0.9 | 21.0 | 16.6 | 6.29 | 8.11 | 0 |
| | | | DR | 4 | 0.0 | 31.4 | 17.9 | 0.0 | 0.3 | 4.2 | 4.7 | 6.31 | 6.80 | 0 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 7.7 | 120.8 | 61.8 | 3.1 | 2.1 | 24.8 | 24.7 | 1.64 | 3.56 | 0 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 31.5 | 149.0 | 54.9 | 9.4 | 1.4 | 20.6 | 16.3 | 2.10 | 4.37 | 0 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 47.6 | 235.2 | 62.4 | 12.4 | 1.3 | 21.5 | 16.3 | 1.87 | 4.06 | 0 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 89.6 | 216.6 | 99.5 | 126.2 | 9.3 | 12.7 | 14.0 | 2.86 | 4.04 | 0 |
| | | | DR | 2 | 0.0 | 14.2 | 9.0 | 0.0 | 0.3 | 1.8 | 2.7 | 1.54 | 5.04 | 0 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 8.0 | 155.0 | 43.8 | 1.8 | 0.5 | 13.1 | 9.6 | 20.94 | 6.40 | 0 |
| | | | DR | 6 | 0.0 | 9.1 | 4.5 | 0.0 | 0.2 | 4.1 | 2.3 | 12.10 | 6.37 | 0 |
| 5063 | IL | Auarora Transit | MB | 18 | 39.2 | 240.3 | 100.7 | 12.3 | 1.7 | 25.6 | 31.6 | 2.12 | 3.96 | 0 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 1.4 | 12.0 | 12.3 | 0.7 | 0.5 | 5.0 | 6.2 | 4.44 | 5.12 | 0 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 22.7 | 212.1 | 61.3 | 6.7 | 1.3 | 24.7 | 18.0 | 4.40 | 4.35 | 0 |
| | | | DR | 2 | 0.0 | 31.9 | 11.4 | 0.0 | 0.5 | 4.8 | 5.9 | 2.02 | 8.01 | 0 |
| 5068 | IL | Elgin-DOT | MB | 18 | 25.7 | 317.6 | 95.9 | 9.3 | 2.3 | 43.3 | 34.5 | 1.83 | 4.10 | 0 |
| 5074 | IL | Highland Park Transit | MB | 4 | 17.4 | 192.6 | 53.2 | 5.7 | 1.2 | 21.8 | 17.3 | 3.60 | 5.85 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERAT-ED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIREC-TIONAL MILE IN THOUS | PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SER-VICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIREC-TIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOY-EE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTE-NANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILO-WATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 5055 | IL | Loves Park TS | MB | 4 | 32.8 | 249.8 | 109.0 | 6.7 | 1.4 | 21.0 | 22.4 | 1.93 | 5.68 | 0 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 4.6 | 75.9 | 25.5 | 1.7 | 0.6 | 10.9 | 9.5 | 1.42 | 4.51 | 0 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 41.5 | 333.1 | 121.8 | 8.0 | 1.3 | 19.4 | 23.6 | 1.84 | 0.00 | 0 |
| 5078 | IL | Village of Niles | MB | 7 | 9.5 | 162.8 | 51.5 | 3.2 | 1.2 | 15.4 | 17.2 | 6.39 | 13.14 | 0 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 98.0 | 263.1 | 120.4 | 32.7 | 3.1 | 47.6 | 40.1 | 2.82 | 3.64 | 0 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 17.1 | 210.5 | 51.3 | 4.3 | 0.8 | 11.6 | 12.7 | 1.70 | 7.31 | 0 |
| 5041 | IN | City of Anderson TS | MB | 8 | 17.6 | 176.3 | 51.5 | 4.2 | 1.2 | 9.4 | 12.3 | 2.20 | 4.12 | 0 |
| | | | DR | 2 | 0.0 | 36.3 | 10.9 | 0.0 | 0.5 | 2.3 | 2.7 | 1.41 | 2.63 | 0 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 9.2 | 154.0 | 44.7 | 3.1 | 1.4 | 8.2 | 14.9 | 1.71 | 5.51 | 0 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 0.0 | 71.3 | 29.1 | 0.0 | 0.2 | 3.5 | 2.2 | 12.92 | 9.09 | 0 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 40.8 | 257.2 | 81.2 | 9.6 | 1.3 | 22.4 | 19.1 | 3.80 | 4.30 | 0 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 26.6 | 308.2 | 85.5 | 8.9 | 2.2 | 36.7 | 28.5 | 2.60 | 4.02 | 0 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 23.8 | 278.1 | 91.6 | 10.4 | 2.4 | 37.4 | 39.8 | 2.45 | 3.48 | 0 |
| | | | DR | 3 | 0.0 | 28.1 | 14.5 | 0.0 | 0.2 | 1.6 | 2.4 | 1.42 | 9.88 | 0 |
| 5105 | IN | Portage Township | DR | 4 | 0.0 | 30.9 | 14.5 | 0.0 | 0.2 | 2.6 | 2.0 | 5.53 | 10.02 | 0 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 8.8 | 55.6 | 19.5 | 5.9 | 1.0 | 17.8 | 12.9 | 4.31 | 5.81 | 0 |
| 7014 | KS | Topeka MTA | MB | 22 | 28.2 | 178.4 | 76.7 | 9.2 | 1.6 | 22.5 | 24.9 | 2.00 | 3.91 | 0 |
| | | | DR | 2 | 0.0 | 67.3 | 26.9 | 0.0 | 0.3 | 3.8 | 3.7 | 4.69 | 4.56 | 0 |
| 4016 | KY | Ashland Bus System | MB | 6 | 4.0 | 54.2 | 16.8 | 2.1 | 0.8 | 10.9 | 8.8 | 4.86 | 11.80 | 0 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 2.9 | 41.5 | 12.2 | 1.4 | 0.5 | 5.8 | 6.1 | 4.12 | 11.04 | 0 |
| 4020 | KY | Owensboro TS | MB | 6 | 7.3 | 60.5 | 16.5 | 7.0 | 1.2 | 15.2 | 15.8 | 3.01 | 4.83 | 0 |
| 6025 | LA | Alexandria TS | MB | 11 | 36.1 | 322.1 | 91.4 | 9.9 | 1.8 | 30.4 | 25.1 | 3.32 | 4.31 | 0 |
| | | | DR | 2 | 0.0 | 12.9 | 7.7 | 0.0 | 0.1 | 2.9 | 1.7 | 9.94 | 5.84 | 0 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 8.6 | 232.0 | 102.1 | 1.5 | 1.0 | 14.4 | 17.4 | 2.99 | 3.71 | 0 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 114.0 | 491.3 | 164.3 | 24.2 | 2.5 | 35.4 | 34.9 | 1.76 | 4.05 | 0 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 65.8 | 412.9 | 124.9 | 21.4 | 3.2 | 53.9 | 40.6 | 1.99 | 4.00 | 0 |
| 6023 | LA | Lake Charles TS | MB | 9 | 28.9 | 189.3 | 66.8 | 6.1 | 1.1 | 14.9 | 14.2 | 1.99 | 4.31 | 0 |
| 6026 | LA | Monroe TS | MB | 13 | 34.1 | 259.1 | 84.9 | 12.3 | 2.3 | 36.6 | 30.5 | 3.19 | 4.27 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 990.1 | 594.0 | 101.8 | 1980.2 | 101.8 | 45.9 | 203.6 | 0.08 | 0.10 | 0 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 19.4 | 285.4 | 118.3 | 2.6 | 0.9 | 12.3 | 16.1 | 4.68 | 5.44 | 0 |
| | | | DR | 8 | 0.0 | 40.0 | 24.8 | 0.0 | 0.4 | 4.2 | 4.0 | 11.95 | 6.67 | 0 |
| 3041 | MD | Allegany County TAu | MB | 13 | 18.1 | 255.9 | 161.4 | 1.6 | 0.8 | 26.6 | 14.2 | 2.59 | 4.63 | 0 |
| 3040 | MD | City of Annapolis | MB | 20 | 45.1 | 151.2 | 50.8 | 17.8 | 1.8 | 18.2 | 20.1 | 2.16 | 5.17 | 0 |
| | | | DR | 4 | 0.0 | 10.1 | 9.7 | 0.0 | 0.3 | 2.6 | 3.2 | 2.30 | 6.90 | 0 |
| 3043 | MD | Columbia TS | MB | 6 | 45.8 | 458.1 | 240.4 | 3.2 | 1.0 | 7.1 | 16.6 | 3.63 | 4.35 | 0 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 15.2 | 136.8 | 44.5 | 3.6 | 0.7 | 12.6 | 10.4 | 17.55 | 4.97 | 0 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 112.1 | 747.6 | 163.7 | 28.0 | 6.9 | 20.4 | 40.9 | 0.65 | 1.17 | 0 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 35.7 | 219.1 | 90.0 | 11.7 | 2.2 | 27.7 | 29.6 | 1.67 | 4.61 | 0 |
| | | | DR | 2 | 0.0 | 34.4 | 18.5 | 0.0 | 0.3 | 4.2 | 3.3 | 6.64 | 6.21 | 0 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 6.1 | 127.6 | 35.9 | 2.4 | 1.3 | 17.7 | 14.4 | 1.48 | 4.88 | 0 |
| | | | DR | 1 | 0.0 | 27.2 | 12.3 | 0.0 | 0.2 | 2.6 | 2.0 | 2.63 | 5.80 | 0 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 0.0 | 40.2 | 11.8 | 0.0 | 0.5 | 5.0 | 6.2 | 4.58 | 5.56 | 0 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 42.7 | 245.0 | 76.3 | 13.5 | 1.7 | 36.1 | 24.2 | 2.46 | 4.95 | 0 |
| | | | DR | 2 | 0.0 | 22.7 | 10.5 | 0.0 | 0.4 | 3.9 | 4.0 | 2.81 | 5.80 | 0 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 8.2 | 204.7 | 62.8 | 2.6 | 1.1 | 13.2 | 20.3 | 1.84 | 3.82 | 0 |
| 8012 | MT | Great Falls TD | MB | 13 | 22.7 | 153.2 | 71.0 | 7.2 | 1.4 | 17.0 | 22.5 | 2.97 | 4.44 | 0 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 13.2 | 95.8 | 38.0 | 5.5 | 1.1 | 18.1 | 15.8 | 3.11 | 7.87 | 0 |
| 4005 | NC | Asheville TA | MB | 17 | 28.4 | 261.8 | 84.2 | 9.9 | 2.3 | 37.8 | 29.4 | 2.94 | 4.83 | 0 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 29.3 | 276.8 | 79.5 | 6.9 | 1.5 | 16.9 | 18.7 | 2.54 | 3.42 | 0 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 13.1 | 222.6 | 61.5 | 4.8 | 1.5 | 25.4 | 22.5 | 2.63 | 4.44 | 0 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 0.0 | 29.4 | 13.7 | 0.0 | 0.2 | 3.4 | 3.1 | 44.06 | 7.49 | 0 |
| 4011 | NC | High Point City TS | MB | 16 | 14.5 | 171.9 | 79.8 | 7.2 | 2.7 | 32.2 | 39.6 | 2.05 | 3.36 | 0 |
| | | | DR | 3 | 0.0 | 62.6 | 25.9 | 0.0 | 0.6 | 2.3 | 3.6 | 5.32 | 4.61 | 0 |
| 4006 | NC | Wilmington TA | MB | 12 | 34.5 | 325.1 | 89.1 | 13.7 | 2.9 | 40.1 | 35.5 | 2.64 | 3.47 | 0 |
| | | | DR | 2 | 0.0 | 4.4 | 10.7 | 0.0 | 0.3 | 1.4 | 3.6 | 5.22 | 6.32 | 0 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.58 | 3.57 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | Q | Q | Q | 1.5 | 1.3 | 32.0 | 24.5 | 5.82 | 5.00 | 0 |
| 2005 | NY | Chemung County TS | MB | 21 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.10 | 5.16 | 0 |
| | | | DR | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.88 | 5.19 | 0 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 30.5 | 208.4 | 62.6 | 12.2 | 2.4 | 36.2 | 25.0 | 5.85 | 4.00 | 0 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | Q | Q | Q | 3.7 | 2.4 | 46.5 | 33.4 | 4.17 | 4.58 | 0 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 12.7 | 323.1 | 116.2 | 2.8 | 1.7 | 20.7 | 25.5 | 1.19 | 4.66 | 0 |
| | | | DR | 1 | 0.0 | 5.4 | 6.6 | 0.0 | 0.1 | 1.5 | 1.3 | 6.26 | 6.83 | 0 |
| 2006 | NY | Long Beach TA | MB | 8 | Q | Q | Q | 29.9 | 4.6 | 32.0 | 32.7 | 1.25 | 3.17 | 0 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 16.2 | 270.5 | 73.3 | 2.5 | 0.6 | 13.9 | 11.3 | 5.44 | 6.70 | 0 |
| 2083 P | NY | New York - Easyride | DR | 12 | 0.0 | 13.9 | 7.9 | 0.0 | 0.5 | 2.9 | 3.3 | 1.48 | 3.94 | 0 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 0.0 | 37.1 | 18.0 | 0.0 | 0.1 | 1.6 | 2.5 | 5.33 | 6.23 | 0 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 6.1 | 154.5 | 54.9 | 2.3 | 1.5 | 19.3 | 20.5 | 2.10 | 4.90 | 0 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | Q | Q | Q | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | 2.26 | 0 |
| | | | TR | 2 | Q | Q | Q | 0.0 | 0.0 | 0.0 | 0.0 | 0.00 | 0.00 | 48 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 10500.0 | 26250.0 | 6231.5 | 2100.0 | 124.6 | 32.6 | 1246.3 | 0.04 | 0.05 | 0 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 10.9 | 152.2 | 45.4 | 2.7 | 0.9 | 12.5 | 11.4 | 9.35 | 4.84 | 0 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 101.3 | 153.3 | 68.1 | 5.9 | 0.1 | 2.8 | 4.0 | 4.43 | 8.79 | 0 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 1.1 | 77.0 | 31.1 | 0.5 | 0.9 | 16.2 | 13.7 | 3.49 | 5.80 | 0 |
| | | | DR | 1 | 0.0 | 22.1 | 11.0 | 0.0 | 0.2 | 3.0 | 2.3 | 5.47 | 7.33 | 0 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 55.8 | 183.1 | 70.0 | 36.9 | 3.9 | 33.7 | 46.4 | 1.93 | 3.91 | 0 |
| | | | DR | 3 | 0.0 | 4.3 | 2.3 | 0.0 | 0.6 | 2.1 | 2.8 | 3.43 | 5.07 | 0 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 12.5 | 131.2 | 40.2 | 3.9 | 1.0 | 13.4 | 12.6 | 2.89 | 4.78 | 0 |
| | | | DR | 6 | 0.0 | 7.9 | 27.4 | 0.0 | 0.5 | 9.3 | 8.6 | 2.53 | 17.29 | 0 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 0.0 | 22.1 | 10.4 | 0.0 | 0.1 | 1.9 | 1.3 | 22.62 | 11.44 | 0 |
| 5019 | OH | Middletown TS | MB | 4 | 23.9 | 368.5 | 107.7 | 6.0 | 1.7 | 35.8 | 26.9 | 1.97 | 5.44 | 0 |
| 5013 | OH | Norwood Transit System | MB | 2 | 12.6 | 101.5 | 48.1 | 5.0 | 2.1 | 27.1 | 19.2 | 3.10 | 5.81 | 0 |
| | | | DR | 2 | 0.0 | 13.2 | 6.5 | 0.0 | 0.3 | 2.6 | 1.6 | 3.54 | 6.14 | 0 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 8.5 | 70.7 | 35.0 | 4.5 | 1.5 | 14.3 | 18.6 | 1.28 | 4.20 | 0 |

TABLE 3.18.3 as of 06/02/86 — continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 36.1 | 678.0 | 158.6 | 4.6 | 1.0 | 16.6 | 20.4 | 4.09 | 6.82 | 0 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 25.7 | 309.2 | 88.1 | 8.2 | 2.1 | 22.2 | 28.2 | 1.81 | 3.65 | 0 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 15.6 | 156.3 | 83.5 | 5.2 | 3.2 | 43.4 | 27.8 | 3.64 | 3.73 | 0 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 21.1 | 227.8 | 67.5 | 11.5 | 2.6 | 38.1 | 36.6 | 2.34 | 4.49 | 0 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 22.3 | 149.4 | 45.6 | 3.8 | 0.5 | 9.8 | 7.7 | 5.27 | 6.71 | 0 |
| | | | DR | 6 | 0.0 | 14.8 | 5.7 | 0.0 | 0.3 | 2.0 | 1.6 | 5.66 | 8.01 | 0 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 5.5 | 109.8 | 35.2 | 1.4 | 0.7 | 16.2 | 8.8 | 5.14 | 5.55 | 0 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 38.4 | 232.7 | 71.3 | 14.5 | 1.8 | 31.0 | 26.9 | 1.89 | 3.69 | 0 |
| 3027 | PA | York Area TA | MB | 14 | 6.8 | 58.8 | 21.2 | 5.2 | 1.3 | 17.0 | 16.4 | 2.05 | 3.18 | 0 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 10.4 | 112.6 | 58.2 | 3.4 | 1.8 | 19.7 | 19.2 | 2.37 | 4.68 | 0 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 11.0 | 80.3 | 36.5 | 3.2 | 0.7 | 11.2 | 10.5 | 3.80 | 9.20 | 0 |
| 4057 | TN | Jackson TA | MB | 10 | 37.2 | 170.5 | 62.0 | 10.2 | 1.6 | 19.5 | 17.0 | 1.45 | 3.75 | 0 |
| 4054 | TN | Johnson City TS | MB | 5 | 22.2 | 228.5 | 64.3 | 9.0 | 1.9 | 29.0 | 26.1 | 2.82 | 6.37 | 0 |
| 6040 | TX | Abilene Transit System | MB | 12 | 18.9 | 147.8 | 56.9 | 4.7 | 1.0 | 17.5 | 14.0 | 1.94 | 4.62 | 0 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 24.0 | 164.9 | 47.6 | 8.9 | 1.2 | 17.2 | 17.7 | 2.29 | 5.13 | 0 |
| 6041 | TX | Arlington Handitran | DR | 4 | 0.0 | 60.9 | 25.4 | 0.0 | 0.2 | 2.9 | 3.3 | 5.47 | 5.91 | 0 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 53.1 | 358.7 | 107.2 | 16.5 | 2.6 | 41.1 | 33.3 | 1.92 | 3.09 | 0 |
| | | | DR | 2 | 0.0 | 23.4 | 11.1 | 0.0 | 0.1 | 1.6 | 1.5 | 4.76 | 7.31 | 0 |
| 6014 | TX | City of Brownsville | MB | 17 | 33.4 | 395.0 | 91.2 | 12.4 | 2.7 | 27.5 | 33.8 | 1.61 | 4.10 | 0 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 0.0 | 203.2 | 266.7 | 0.0 | 0.6 | 15.2 | 10.0 | 90.07 | 10.05 | 0 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 65.8 | 399.9 | 97.2 | 25.3 | 3.3 | 47.8 | 37.4 | 1.65 | 3.91 | 0 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 60.5 | 471.7 | 101.4 | 24.0 | 3.8 | 45.5 | 40.2 | 2.29 | 4.31 | 0 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 22.7 | 407.0 | 114.2 | 4.1 | 1.5 | 16.4 | 20.8 | 1.55 | 4.79 | 0 |
| 6037 | TX | San Angelo TD | MB | 6 | 41.8 | 393.0 | 107.0 | 9.9 | 1.9 | 50.9 | 25.4 | 3.33 | 4.37 | 0 |
| 6012 | TX | Waco Transit System | MB | 18 | 26.2 | 243.5 | 84.7 | 9.9 | 2.7 | 29.9 | 32.1 | 2.16 | 3.75 | 0 |
| | | | DR | 2 | 0.0 | 13.5 | 6.7 | 0.0 | 0.2 | 2.2 | 1.8 | 27.66 | 8.57 | 0 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 29.4 | 482.1 | 127.8 | 4.8 | 1.4 | 24.4 | 21.0 | 2.24 | 6.07 | 0 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 7.6 | 57.0 | 35.9 | 2.5 | 1.1 | 12.2 | 12.0 | 1.86 | 10.30 | 0 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | ANNUAL PASSENGER MILES | | | ANNUAL UNLINKED PASSENGER TRIPS | | | | ANNUAL VEHICLE MILES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | PER DIRECTIONAL MILE IN THOUS | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE IN THOUS | PER VEHICLE REVENUE HOUR | PER DIRECTIONAL MILE IN THOUS | PER ACTUAL VEHICLE REVENUE MILE | PER EMPLOYEE IN THOUS | PER VEHICLE REVENUE HOUR | PER DOLLAR VEHICLE MAINTENANCE EXPENSE | PER GALLON OF FUEL (MPG) | PER THOUS KILOWATT HOURS OF POWER |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | | | | | | |
| 3036 | VA | Charlottesville Transit | MB | 8 | 25.7 | 272.4 | 72.9 | 8.6 | 2.0 | 23.4 | 24.3 | 2.02 | 3.51 | 0 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 0.0 | 0.0 | 0.0 | 4.1 | 0.7 | 8.7 | 9.7 | 2.51 | 4.49 | 0 |
| | | | DR | 15 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 4.4 | 5.5 | 3.95 | 9.42 | 0 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 48.3 | 283.2 | 78.4 | 11.8 | 1.5 | 23.0 | 19.1 | 2.40 | 3.81 | 0 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 77.2 | 439.1 | 132.4 | 25.7 | 3.7 | 39.4 | 44.1 | 2.70 | 3.26 | 0 |
| 1066 | VT | Chittenden County TA | MB | 20 | 71.4 | 339.3 | 107.2 | 18.0 | 2.5 | 34.9 | 27.0 | 2.48 | 3.54 | 0 |
| 0016 | WA | City of Longview | MB | 4 | 16.6 | 207.4 | 58.4 | 5.5 | 1.5 | 27.9 | 19.5 | 11.37 | 4.85 | 0 |
| 0023 | WA | City of Seattle | SC | 2 | 497.9 | 796.7 | 299.2 | 199.2 | 12.5 | 113.8 | 119.7 | 0.33 | 0.00 | 293 |
| | | | AG | 0 | 342.2 | 684.5 | 230.9 | 163.4 | 19.7 | 93.4 | 110.3 | 0.07 | 0.00 | 68 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 0.0 | 47.9 | 36.9 | 0.0 | 0.2 | 2.6 | 3.0 | 12.99 | 10.59 | 0 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 1284.5 | 7885.2 | 1025.9 | 174.8 | 19.1 | 11.1 | 139.6 | 0.07 | 0.06 | 0 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 223.8 | 760.9 | 98.9 | 130.1 | 19.3 | 27.6 | 57.5 | 0.10 | 0.30 | 0 |
| 5109 | WI | Beloit Transit System | MB | 12 | 4.7 | 38.8 | 16.1 | 1.1 | 0.3 | 3.8 | 3.6 | 1.95 | 4.39 | 0 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 20.2 | 162.9 | 56.0 | 6.9 | 1.3 | 22.4 | 19.1 | 2.05 | 4.00 | 0 |
| 5002 | WI | Green Bay TS | MB | 24 | 29.0 | 188.2 | 49.0 | 12.1 | 1.5 | 27.0 | 20.4 | 3.41 | 4.70 | 0 |
| 5108 | WI | Janesville Transit System | MB | 15 | 3.5 | 97.1 | 48.0 | 1.3 | 1.2 | 19.2 | 18.2 | 3.02 | 3.57 | 0 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 30.3 | 170.9 | 69.6 | 13.3 | 2.5 | 43.1 | 30.5 | 4.48 | 3.60 | 0 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 49.9 | 218.3 | 60.7 | 22.2 | 2.0 | 35.7 | 27.0 | 2.44 | 4.26 | 0 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 10.7 | 108.2 | 47.4 | 4.1 | 1.2 | 21.4 | 18.2 | 3.00 | 4.38 | 0 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 38.7 | 160.4 | 62.3 | 15.5 | 2.0 | 29.9 | 24.9 | 3.53 | 5.14 | 0 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 18.7 | 218.7 | 103.9 | 3.7 | 1.5 | 21.2 | 20.8 | 1.67 | 5.83 | 0 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 9.4 | 157.1 | 46.9 | 2.9 | 0.9 | 17.1 | 14.4 | 1.86 | 11.68 | 0 |
| | | | DR | 1 | 0.0 | 50.4 | 17.4 | 0.0 | 0.5 | 4.8 | 3.6 | 5.11 | 11.00 | 0 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 34.0 | 345.1 | 80.5 | 6.3 | 1.1 | 19.8 | 14.8 | 3.92 | 4.37 | 0 |

### TABLE 3.18.4 as of 06/02/86

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANSPORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | MAINTENANCE EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | ADMINISTRATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE |
| **1000 & OVER VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9021 | CA | Los Angeles-SCRTD | MB | 2088 | 2.91 | 1.18 | 0.37 | 4.26 | 4.46 |
| 3030 | DC | Washington, D.C.-WMATA | MB | 1435 | 2.05 | 0.81 | 0.23 | 3.09 | 3.09 |
| | | | RR | 264 | 2.67 | 6.80 | 2.73 | 10.96 | 12.21 |
| 5066 | IL | Chicago-CTA | MB | 1868 | 2.76 | 0.94 | 0.20 | 3.90 | 3.90 |
| | | | RR | 890 | 2.48 | 1.96 | 0.32 | 4.77 | 4.76 |
| | | | DR | 40 | 1.66 | 0.62 | 0.23 | 2.00 | 2.50 |
| 1003 | MA | Boston-MBTA | MB | 717 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | RR | 301 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | SC | 90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | | TB | 25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2080 | NJ | Newark-NJT Corp | MB | 1454 | 2.08 | 0.86 | 0.31 | 3.17 | 3.26 |
| | | | SC | 16 | 1.19 | 1.44 | 0.00 | 2.63 | 2.63 |
| | | | CR | 633 | 2.13 | 3.03 | 0.57 | 5.15 | 5.73 |
| 2008 | NY | New York CTA | MB | 3252 | 3.25 | 1.25 | 0.30 | 4.72 | 4.80 |
| | | | RR | 4932 | 2.79 | 3.29 | 1.00 | 6.98 | 7.08 |
| 2100 | NY | New York-LIRR | CR | 1093 | 3.16 | 4.09 | 0.97 | 6.51 | 8.23 |
| 3019 | PA | Philadelphia-SEPTA | MB | 1076 | 2.11 | 1.44 | 0.56 | 4.10 | 4.10 |
| | | | RR | 286 | 3.73 | 2.71 | 0.86 | 7.30 | 7.30 |
| | | | SC | 186 | 2.67 | 2.44 | 0.82 | 5.93 | 5.93 |
| | | | TB | 69 | 1.84 | 1.46 | 0.54 | 3.84 | 3.84 |
| | | | CR | 340 | 2.88 | 3.04 | 0.14 | 4.57 | 6.05 |
| 3022 | PA | Pittsburgh-PAT | MB | 779 | 2.12 | 0.85 | 0.27 | 3.10 | 3.24 |
| | | | SC | 46 | 2.42 | 7.28 | 0.89 | 10.13 | 10.59 |
| | | | IP | 2 | 2.00 | 2.05 | 0.00 | 4.05 | 4.05 |
| 0001 | WA | Seattle Metro | MB | 860 | 1.83 | 0.59 | 0.34 | 2.76 | 2.76 |
| | | | TB | 88 | 2.92 | 0.41 | 0.06 | 3.39 | 3.39 |
| | | | VP | 106 | 0.21 | 0.00 | 0.04 | 0.25 | 0.25 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **500-999 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9014 | CA | Alameda-Contra Costa TD | MB | 720 | 2.19 | 0.49 | 0.35 | 3.01 | 3.04 |
| 9015 | CA | San Francisco-MUNI | MB | 390 | 3.11 | 0.98 | 0.43 | 4.49 | 4.52 |
| | | | SC | 92 | 3.27 | 6.57 | 0.45 | 9.96 | 10.29 |
| | | | TB | 278 | 3.21 | 0.98 | 0.44 | 4.30 | 4.63 |
| | | | CC | 26 | 0.12 | 3.23 | 0.23 | 3.58 | 3.58 |
| 8006 | CO | Denver-RTD | MB | 613 | 2.16 | 0.94 | 0.35 | 3.32 | 3.45 |
| 4034 | FL | Miami-Dade Cnty TA | MB | 428 | 2.71 | 1.21 | 0.35 | 4.17 | 4.27 |
| | | | RR | 40 | 2.85 | 4.77 | 6.50 | 9.18 | 14.12 |
| 4022 | GA | Atlanta-MARTA | MB | 664 | 2.26 | 0.73 | 0.66 | 3.19 | 3.66 |
| | | | RR | 78 | 3.08 | 3.21 | 1.90 | 7.79 | 8.56 |
| 3034 | MD | Baltimore-MTA | MB | 712 | 2.06 | 0.66 | 0.12 | 2.72 | 2.83 |
| | | | RR | 42 | 2.17 | 3.57 | 0.83 | 6.57 | 6.57 |
| | | | DR | 13 | 2.20 | 0.20 | 0.20 | 2.00 | 2.60 |
| 5119 | MI | City of Detroit DeptOTr | MB | 609 | 2.46 | 0.93 | 0.38 | 3.08 | 3.77 |
| 5027 | MN | Minneapolis MTC | MB | 843 | 1.78 | 0.63 | 0.31 | 2.58 | 2.72 |
| | | | VP | 63 | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 |
| | | | DR | 31 | 1.23 | 0.68 | 0.84 | 2.74 | 2.74 |
| 7006 | MO | St Louis-Bi-State | MB | 625 | 1.96 | 0.90 | 0.19 | 2.90 | 3.05 |
| 2078 | NY | New York-MTNR | CR | 782 | 2.95 | 5.22 | 0.99 | 7.25 | 9.17 |
| 5015 | OH | Cleveland RTA | MB | 567 | 1.96 | 0.71 | 0.28 | 2.83 | 2.94 |
| | | | RR | 46 | 3.00 | 3.84 | 1.60 | 8.26 | 8.44 |
| | | | SC | 28 | 3.19 | 4.07 | 1.89 | 9.15 | 9.15 |
| | | | DR | 49 | 1.83 | 1.05 | 0.90 | 3.16 | 3.78 |
| 0008 | OR | Portland-Tri-County MTD | MB | 494 | 2.29 | 0.64 | 0.42 | 3.27 | 3.35 |
| 6004 | TX | Dallas TS | MB | 452 | 2.15 | 0.74 | 0.17 | 3.06 | 3.06 |
| 6008 | TX | Houston-MTA | MB | 600 | 2.45 | 1.10 | 0.98 | 4.52 | 4.52 |
| 5008 | WI | Milwaukee County TS | MB | 522 | 1.99 | 0.66 | 0.15 | 2.95 | 3.09 |

TABLE 3.18.4 as of 06/02/86 – continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANSPORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | MAINTENANCE EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | ADMINISTRATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE |
| **250-499 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 9036 | CA | Orange County TD | MB | 327 | 2.59 | 0.86 | 0.47 | 3.92 | 3.92 |
| 9016 | CA | San Fran-Golden Gate TD | MB | 225 | 1.79 | 0.48 | 0.30 | 2.53 | 2.57 |
| | | | FB | 3 | 20.90 | 4.40 | 7.77 | 33.07 | 33.07 |
| | | | VP | 16 | 0.06 | 0.00 | 0.58 | 0.64 | 0.64 |
| 9003 | CA | San Francisco-BART | RR | 327 | 1.98 | 2.72 | 1.43 | 6.13 | 6.13 |
| 9009 | CA | San Mateo County District | MB | 251 | 1.35 | 0.46 | 0.34 | 1.83 | 2.15 |
| | | | DR | 12 | 0.00 | 0.14 | 0.08 | 0.20 | 0.22 |
| 9013 | CA | Santa Clara County TD | MB | 445 | 2.91 | 1.32 | 0.31 | 3.96 | 4.53 |
| 9002 | HI | Honolulu DOT Service | MB | 372 | 2.34 | 0.87 | 0.11 | 3.05 | 3.32 |
| 5121 P | IL | Chicago & NW TrCo | CR | 346 | 1.41 | 2.37 | 0.16 | 3.34 | 3.95 |
| 5118 | IL | Chicago-Commuter Rail Bd | CR | 242 | 1.70 | 2.84 | 1.34 | 4.47 | 5.88 |
| 6032 | LA | New Orleans Public Svc | MB | 373 | 1.88 | 1.03 | 0.58 | 3.48 | 3.48 |
| | | | SC | 22 | 2.10 | 2.91 | 0.70 | 5.70 | 5.70 |
| 5031 | MI | Detroit - SEMTA | MB | 225 | 2.44 | 0.80 | 0.79 | 3.39 | 4.04 |
| | | | DR | 146 | 1.71 | 0.42 | 0.01 | 1.26 | 2.14 |
| 2002 | NY | Albany-Capital Dist TA | MB | 252 | 1.65 | 0.58 | 0.21 | 1.76 | 2.43 |
| | | | DR | 6 | 1.47 | 0.50 | 0.00 | 0.98 | 1.97 |
| 2004 | NY | Buffalo-Niagara Frontier | MB | 382 | 2.28 | 1.02 | 0.23 | 2.60 | 3.54 |
| 2007 | NY | East Meadow-MSBA | MB | 261 | 2.27 | 0.89 | 0.25 | 3.31 | 3.41 |
| 2098 | NY | New York-PATH | RR | 260 | 1.78 | 2.35 | 0.47 | 4.39 | 4.60 |
| 5012 | OH | Cincinnati-SORTA | MB | 320 | 1.76 | 0.73 | 0.21 | 2.69 | 2.69 |
| 5016 | OH | Columbus-Central Ohio TA | MB | 277 | 1.95 | 0.47 | 0.23 | 2.65 | 2.65 |
| 2001 | PR | San Juan-Metro Bus Auth | MB | 367 | 3.07 | 1.75 | 0.44 | 3.54 | 5.26 |
| 6011 | TX | San Antonio-VIA Metro Tr | MB | 380 | 1.77 | 0.54 | 0.24 | 2.43 | 2.55 |
| | | | DR | 16 | 1.71 | 0.21 | 0.00 | 1.69 | 1.93 |
| 8001 | UT | Salt Lake City-Utah TA | MB | 263 | 1.87 | 0.81 | 0.13 | 2.78 | 2.81 |
| 3005 | VA | Norfolk-Tidewater TDC | MB | 139 | 2.01 | 0.52 | 0.50 | 2.86 | 2.96 |
| | | | VP | 95 | 0.00 | 0.04 | 0.03 | 0.07 | 0.07 |
| | | | DR | 58 | 0.98 | 0.18 | 0.04 | 1.16 | 1.20 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SERVICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SERVICE |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4042 | AL | Brmnghm-Jeffrson Cnty TA | MB | 91 | 1.49 | 0.60 | 0.20 | 2.29 | 2.29 |
| 9033 | AZ | City of Tuscon MTS | MB | 120 | 1.96 | 0.57 | 0.27 | 2.64 | 2.81 |
| | | | DR | 15 | 2.08 | 0.15 | 0.08 | 2.00 | 2.31 |
| 9124 P | AZ | Phoenix Transit System | MB | 238 | 1.82 | 0.69 | 0.21 | 2.72 | 2.72 |
| 9023 | CA | Long Beach PTC | MB | 130 | 2.37 | 0.51 | 0.28 | 3.15 | 3.15 |
| 9019 | CA | Sacramento RTD | MB | 189 | 2.00 | 0.66 | 0.35 | 2.97 | 3.01 |
| 9029 | CA | San Bernardino-Omnitrans | MB | 65 | 2.10 | 1.00 | 0.23 | 2.46 | 3.33 |
| 9026 | CA | San Diego TS | MB | 201 | 2.71 | 0.86 | 0.23 | 3.69 | 3.80 |
| 1048 P | CT | Hartford-Conn Transit | MB | 207 | 1.85 | 0.47 | 0.11 | 2.43 | 2.43 |
| 1055 P | CT | New Haven-Conn Transit | MB | 101 | 2.03 | 0.53 | 0.18 | 2.74 | 2.74 |
| 3031 | DE | Wilmington-DART | MB | 100 | 1.36 | 0.52 | 0.18 | 1.75 | 2.06 |
| 4029 | FL | Ft Lauderdale-Browrd Cnty | MB | 198 | 2.76 | 0.88 | 0.20 | 2.42 | 3.84 |
| 4041 | FL | Hillborough Area RTA | MB | 131 | 2.21 | 0.62 | 0.15 | 2.84 | 2.98 |
| 4040 | FL | Jacksonville TA | MB | 176 | 1.71 | 0.56 | 0.13 | 2.10 | 2.40 |
| | | | DR | 7 | 1.11 | 0.30 | 0.07 | 1.49 | 1.49 |
| 5122 P | IL | Chicago-Burlington North | CR | 171 | 0.93 | 1.55 | 0.08 | 2.12 | 2.56 |
| 5120 P | IL | Chicago-Illinois Central | CR | 159 | 1.67 | 2.40 | 0.05 | 3.89 | 4.12 |
| 5080 | IL | Des Plaines-No Suburb TD | MB | 103 | 1.68 | 0.46 | 0.17 | 2.30 | 2.30 |
| 5050 | IN | Indianapolis PTC | MB | 201 | 1.69 | 0.58 | 0.22 | 2.47 | 2.49 |
| | | | DR | 6 | 1.18 | 0.25 | 0.18 | 1.62 | 1.62 |
| 4018 | KY | Louisville-TA River City | MB | 230 | 1.55 | 0.54 | 0.15 | 2.24 | 2.24 |
| | | | DR | 9 | 1.12 | 0.27 | 0.06 | 1.44 | 1.44 |
| 1073 P | MA | Boston-Caravan | VP | 187 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3051 | MD | Rockville-Ride-On | MB | 122 | 2.68 | 0.17 | 0.27 | 2.56 | 3.12 |
| | | | DR | 14 | 1.50 | 0.00 | 0.05 | 1.55 | 1.55 |
| 5033 | MI | Grand Rapids Area TA | MB | 63 | 1.73 | 0.50 | 0.20 | 2.39 | 2.43 |
| 7005 | MO | Kansas City Area TA | MB | 221 | 1.97 | 0.71 | 0.48 | 3.16 | 3.16 |
| 4008 | NC | Charlotte TS | MB | 100 | 2.04 | 0.62 | 0.14 | 2.18 | 2.79 |

TABLE 3.18.4 as of 06/02/86 – continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SERVICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 7001 | NE | Lincoln Transp. System | MB | 58 | 1.37 | 0.48 | 0.15 | 1.96 | 1.99 |
| | | | DR | 20 | 1.50 | 0.15 | 0.03 | 0.51 | 1.68 |
| 7002 | NE | TA of Omaha | MB | 154 | 1.60 | 0.54 | 0.30 | 2.39 | 2.44 |
| | | | DR | 11 | 1.44 | 0.04 | 0.06 | 1.40 | 1.54 |
| 2046 | NY | Jacksn Hgts-Triboro Coach | MB | 188 | 1.82 | 0.63 | 0.16 | 2.37 | 2.61 |
| 2040 | NY | New York Bus Tours, Inc. | MB | 184 | 1.27 | 0.38 | 0.20 | 1.84 | 1.84 |
| 2038 | NY | New York-Green Bus Lines | MB | 156 | 2.60 | 0.99 | 0.15 | 3.74 | 3.74 |
| 2043 | NY | Queens Transit Corp | MB | 185 | 1.57 | 0.79 | 0.23 | 2.60 | 2.60 |
| 2113 | NY | Rochester-RTS | MB | 195 | 1.87 | 0.61 | 0.18 | 2.65 | 2.66 |
| 2045 | NY | Steinway Transit Corp. | MB | 108 | 1.47 | 0.79 | 0.19 | 2.45 | 2.45 |
| 2018 | NY | Syracuse-CNY Centro | MB | 169 | 1.69 | 0.53 | 0.13 | 1.87 | 2.34 |
| | | | DR | 15 | 1.19 | 0.50 | 0.14 | 1.71 | 1.83 |
| 2079 P | NY | Yonkers-Liberty Lines | MB | 227 | 1.88 | 0.66 | 0.17 | 2.71 | 2.71 |
| 2117 P | NY | Yonkers-Liberty Lines Exp | MB | 160 | 1.76 | 0.57 | 0.15 | 2.20 | 2.48 |
| 5010 | OH | Akron-Metropolitan RTA | MB | 97 | 1.71 | 0.60 | 0.17 | 2.46 | 2.49 |
| | | | DR | 13 | 1.42 | 0.00 | 0.06 | 1.36 | 1.48 |
| 5017 | OH | Dayton Miami Valley RTA | MB | 115 | 2.08 | 0.65 | 0.34 | 3.06 | 3.06 |
| | | | TB | 61 | 1.81 | 0.77 | 0.23 | 2.81 | 2.81 |
| | | | DR | 6 | 2.00 | 0.87 | 0.18 | 3.05 | 3.05 |
| 5022 | OH | Toledo RTA | MB | 178 | 1.50 | 0.33 | 0.17 | 1.96 | 1.99 |
| 1001 | RI | Providence-Rhode Is PTA | MB | 201 | 2.15 | 0.60 | 0.19 | 2.64 | 2.93 |
| 4003 | TN | Memphis Area TA | MB | 139 | 1.94 | 0.76 | 0.14 | 2.84 | 2.84 |
| | | | DR | 7 | 0.00 | 0.23 | 0.00 | 0.23 | 0.23 |
| 4004 | TN | Nashville-MTA | MB | 119 | 1.77 | 0.58 | 0.18 | 2.21 | 2.52 |
| | | | VP | 12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6006 | TX | El Paso PTA | MB | 84 | 2.05 | 0.90 | 0.33 | 3.17 | 3.29 |
| | | | DR | 8 | 1.70 | 1.08 | 0.24 | 3.01 | 3.01 |
| 6007 | TX | Fort Worth CITRAN | MB | 106 | 1.77 | 0.47 | 0.30 | 2.42 | 2.53 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **100-249 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 3006 | VA | Gr Richmond Transit Comp | MB | 150 | 1.92 | 0.45 | 0.16 | 2.58 | 2.58 |
| 3004 | VA | Hampton-Pentran | MB | 82 | 1.34 | 0.58 | 0.33 | 2.14 | 2.25 |
| | | | DR | 17 | 1.13 | 0.02 | 0.00 | 0.41 | 1.15 |
| 0002 | WA | Spokane Transit Authority | MB | 98 | 1.99 | 0.52 | 0.26 | 2.77 | 2.77 |
| | | | VP | 8 | 0.00 | 0.00 | 0.13 | 0.13 | 0.13 |
| | | | DR | 18 | 1.83 | 0.22 | 0.17 | 2.22 | 2.22 |
| 0003 | WA | Tacoma-Pierce Cnty Trans | MB | 110 | 2.52 | 0.66 | 0.35 | 3.34 | 3.53 |
| | | | DR | 25 | 1.33 | 0.16 | 0.01 | 1.19 | 1.49 |
| 5005 | WI | Madison Metro | MB | 173 | 1.76 | 0.50 | 0.13 | 1.98 | 2.39 |
| | | | DR | 9 | 3.90 | 0.30 | 0.20 | 2.44 | 4.40 |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0012 | AK | Anchorage-People Mover | MB | 67 | 2.16 | 0.55 | 0.12 | 2.07 | 2.83 |
| 6033 | AR | Little Rock-Metroplan | MB | 51 | 2.01 | 0.52 | 0.09 | 2.62 | 2.62 |
| 9078 | CA | Central Contra Costa TS | MB | 58 | 2.88 | 0.57 | 0.55 | 3.52 | 4.00 |
| 9027 | CA | Fresno TS | MB | 67 | 2.15 | 0.82 | 0.20 | 3.12 | 3.16 |
| | | | DR | 9 | 1.22 | 0.00 | 0.11 | 1.33 | 1.33 |
| 9030 | CA | N San Diego Transit Dev | MB | 85 | 2.50 | 0.98 | 0.30 | 3.78 | 3.78 |
| 9031 | CA | Riverside Transit Agency | MB | 36 | 2.56 | 0.66 | 0.44 | 3.25 | 3.66 |
| 9006 | CA | Santa Cruz MTD | MB | 59 | 3.58 | 0.41 | 0.41 | 4.24 | 4.39 |
| 9008 | CA | Santa Monica Muni Bus | MB | 95 | 1.81 | 0.39 | 0.14 | 2.33 | 2.33 |
| 9012 | CA | Stockton MTD | MB | 43 | 1.80 | 0.48 | 0.21 | 2.14 | 2.49 |
| | | | DR | 7 | 1.67 | 0.28 | 0.22 | 1.86 | 2.17 |
| 8005 | CO | Colorado Springs Transit | MB | 39 | 2.17 | 0.53 | 0.17 | 2.64 | 2.86 |
| 1050 | CT | Greater Bridgeport TD | MB | 43 | 2.48 | 0.59 | 0.36 | 3.43 | 3.43 |
| 1017 | CT | Greater Hartford TD | DR | 41 | 1.53 | 0.00 | 0.14 | 1.31 | 1.68 |
| 4035 | FL | Orlando TCT | MB | 69 | 2.35 | 0.50 | 0.26 | 2.97 | 3.11 |
| 4027 | FL | Pinellas Suncoast TA | MB | 53 | 2.35 | 0.59 | 0.31 | 2.76 | 3.25 |
| | | | DR | 12 | 1.78 | 0.20 | 0.20 | 1.45 | 2.17 |

TABLE 3.18.4 as of 06/02/86 – continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4039 | FL | St. Petersburg MuTSys | MB | 50 | 2.54 | 0.46 | 0.33 | 3.26 | 3.33 |
| | | | DR | 9 | 1.46 | 0.40 | 0.23 | 2.09 | 2.09 |
| 7010 | IA | Des Moines MTA | MB | 74 | 1.47 | 0.47 | 0.15 | 2.09 | 2.09 |
| | | | DR | 16 | 1.32 | 0.19 | 0.06 | 1.57 | 1.57 |
| 5056 | IL | Greater Peoria Mass TD | MB | 44 | 1.93 | 0.51 | 0.23 | 2.67 | 2.67 |
| 5058 | IL | Rockford MTD | MB | 40 | 1.67 | 0.53 | 0.22 | 2.00 | 2.42 |
| 5082 P | IL | S Holland-Harvey TMgmt | MB | 54 | 1.87 | 0.74 | 0.09 | 2.70 | 2.70 |
| 5086 | IL | Transit Mgmt of Wst Towns | MB | 78 | 2.14 | 0.64 | 0.17 | 2.34 | 2.94 |
| 5044 | IN | Fort Wayne PTC | MB | 54 | 1.53 | 0.39 | 0.24 | 1.96 | 2.16 |
| 5052 | IN | South Bend PTC | MB | 48 | 2.08 | 0.51 | 0.25 | 2.54 | 2.84 |
| 4019 | KY | Ft Wright-TA No Kentucky | MB | 77 | 1.42 | 0.56 | 0.16 | 2.06 | 2.14 |
| | | | DR | 8 | 1.25 | 0.15 | 0.03 | 0.71 | 1.42 |
| 4017 | KY | Lexington-LEXTRAN | MB | 41 | 1.74 | 0.54 | 0.15 | 2.32 | 2.44 |
| 6022 | LA | Baton Rouge-Cap Transp Co | MB | 52 | 1.62 | 0.56 | 0.29 | 2.46 | 2.46 |
| 1004 | MA | Brockton Area TA | MB | 40 | 2.12 | 0.58 | 1.51 | 4.00 | 4.21 |
| | | | DR | 24 | 1.46 | 0.10 | 0.02 | 1.58 | 1.58 |
| 1006 | MA | New Bedford SERTA | MB | 74 | 1.81 | 0.40 | 0.07 | 2.28 | 2.28 |
| | | | DR | 7 | 1.29 | 0.50 | 0.00 | 1.79 | 1.79 |
| 1089 P | MA | Springfield Transit Mgmt | MB | 74 | 1.57 | 0.42 | 0.14 | 2.14 | 2.14 |
| 1014 | MA | Worcester RTA | MB | 56 | 2.08 | 0.41 | 0.18 | 2.67 | 2.67 |
| | | | DR | 3 | 1.03 | 0.50 | 0.07 | 1.60 | 1.60 |
| 5029 | MI | Bay City-Bay Metro Transp | MB | 48 | 1.82 | 0.46 | 0.32 | 2.22 | 2.60 |
| | | | DR | 3 | 1.50 | 0.33 | 0.00 | 1.83 | 1.83 |
| 5032 | MI | Flint-MTA | MB | 51 | 2.14 | 0.65 | 0.36 | 2.53 | 3.15 |
| | | | DR | 6 | 3.35 | 0.63 | 0.40 | 2.92 | 4.38 |
| 5036 | MI | Lansing-Capital Area TA | MB | 67 | 1.79 | 0.54 | 0.33 | 1.98 | 2.66 |
| | | | DR | 4 | 2.18 | 0.48 | 0.33 | 2.97 | 2.97 |
| 5040 | MI | Ypsilanti-Ann Arbor TA | MB | 40 | 2.13 | 0.69 | 0.40 | 2.81 | 3.21 |
| | | | DR | 8 | 2.46 | 0.69 | 0.46 | 3.61 | 3.61 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | MAIN-TENANCE EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5025 | MN | Duluth TA | MB | 68 | 1.61 | 0.43 | 0.25 | 2.29 | 2.29 |
| | | | DR | 3 | 0.33 | 0.00 | 0.33 | 0.67 | 0.67 |
| 4007 | NC | Raleigh-N.C. Transit Div | MB | 51 | 1.80 | 0.37 | 0.10 | 1.82 | 2.27 |
| 4012 | NC | Winston-Salem TA | MB | 51 | 2.29 | 0.64 | 0.18 | 1.71 | 3.11 |
| | | | DR | 13 | 1.38 | 0.08 | 0.08 | 1.54 | 1.54 |
| 2092 P | NJ | Bergenfield-Rockland TC | MB | 68 | 1.81 | 0.49 | 0.22 | 2.51 | 2.51 |
| 2075 | NJ | Lindenwold-PATCO | RR | 94 | 0.98 | 2.05 | 0.58 | 3.61 | 3.61 |
| 6019 | NM | Albuquerque-Sun-Tran | MB | 87 | 1.94 | 0.63 | 0.22 | 2.79 | 2.79 |
| 2073 | NY | Brooklyn-Command Bus Co | MB | 81 | 1.68 | 0.67 | 0.12 | 2.47 | 2.47 |
| 2012 P | NY | Mountain View Coach Lines | MB | 65 | 1.45 | 1.46 | 0.46 | 2.70 | 3.37 |
| 2039 | NY | New York-Jamaica Bus | MB | 96 | 1.93 | 0.66 | 0.31 | 2.90 | 2.90 |
| 6017 | OK | Central Oklahoma PTA | MB | 80 | 1.76 | 0.63 | 0.21 | 2.60 | 2.60 |
| | | | DR | 4 | 1.75 | 0.73 | 0.50 | 2.97 | 2.97 |
| 6018 | OK | Metropolitan Tulsa TA | MB | 82 | 1.63 | 0.51 | 0.17 | 2.32 | 2.32 |
| | | | DR | 4 | 2.03 | 0.70 | 0.23 | 2.95 | 2.95 |
| 0007 | OR | Eugene-Lane County MTD | MB | 57 | 2.25 | 0.62 | 0.35 | 3.10 | 3.21 |
| 3010 | PA | Allentown-LANTA | MB | 51 | 1.70 | 0.44 | 0.23 | 2.37 | 2.37 |
| 3013 | PA | Erie MTA | MB | 57 | 1.58 | 0.37 | 0.11 | 2.05 | 2.05 |
| 3014 | PA | Harrisburg-CAT | MB | 61 | 1.54 | 0.39 | 0.13 | 2.06 | 2.06 |
| 3024 | PA | Reading-BARTA | MB | 43 | 1.33 | 0.40 | 0.17 | 1.90 | 1.90 |
| | | | DR | 18 | 1.01 | 0.37 | 0.16 | 1.54 | 1.54 |
| 4061 P | SC | Charleston-SCE&G Co. | MB | 53 | 2.47 | 0.84 | 0.12 | 2.20 | 3.42 |
| 4001 | TN | Chattanooga Area RTA | MB | 69 | 1.58 | 0.76 | 0.24 | 1.57 | 2.58 |
| | | | IP | 2 | 3.50 | 0.15 | 1.15 | 4.80 | 4.80 |
| | | | VP | 3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4002 | TN | Knoxville Trans Auth | MB | 52 | 2.13 | 0.70 | 0.26 | 2.73 | 3.09 |
| | | | DR | 5 | 1.28 | 0.10 | 0.32 | 1.50 | 1.50 |
| 6002 | TX | Austin TS | MB | 73 | 1.83 | 0.52 | 0.17 | 2.32 | 2.53 |
| | | | DR | 10 | 2.55 | 0.35 | 0.16 | 2.45 | 3.06 |

TABLE 3.18.4 as of 06/02/86 -- continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **50-99 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 6003 | TX | Corpus Christi TS | MB | 42 | 1.69 | 0.97 | 0.17 | 1.96 | 2.84 |
| | | | DR | 9 | 1.01 | 0.04 | 0.14 | 0.93 | 1.20 |
| 0020 | WA | Kitsap County Transit | MB | 45 | 0.78 | 0.31 | 0.33 | 1.42 | 1.42 |
| | | | VP | 2 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 |
| 0029 | WA | Lynnwood-Comm. Transit | MB | 52 | 2.62 | 0.02 | 0.30 | 2.83 | 2.94 |
| | | | VP | 1 | 0.10 | 0.00 | 0.10 | 0.20 | 0.20 |
| 0018 | WA | Pasco-Ben Franklin Tr | MB | 39 | 1.94 | 0.03 | 0.41 | 2.38 | 2.38 |
| | | | VP | 18 | 0.00 | 0.00 | 0.04 | 0.03 | 0.04 |
| 0024 | WA | Vancouver-C-Tran | MB | 40 | 1.71 | 0.32 | 0.25 | 2.28 | 2.28 |
| 3001 | WV | Charlestn-Kanawha Vly RTA | MB | 46 | 2.47 | 0.89 | 0.20 | 3.56 | 3.56 |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4043 | AL | Mobile TA | MB | 35 | 2.13 | 0.60 | 0.19 | 2.75 | 2.92 |
| | | | DR | 1 | 2.00 | 2.10 | 0.70 | 4.80 | 4.80 |
| 4044 | AL | Montgomery Area TS | MB | 29 | 1.78 | 0.55 | 0.10 | 2.43 | 2.43 |
| | | | DR | 1 | 1.50 | 0.10 | 0.00 | 1.60 | 1.60 |
| 9004 | CA | Bakrsfld-Golden Empire TD | MB | 34 | 2.39 | 0.45 | 0.23 | 2.79 | 3.06 |
| 9010 | CA | City of Torrance TS | MB | 25 | 2.48 | 0.21 | 0.20 | 2.88 | 2.88 |
| | | | DR | 5 | 0.00 | 0.16 | 0.04 | 0.20 | 0.20 |
| 9042 | CA | Gardena-Municipal Bus | MB | 30 | 1.69 | 0.36 | 0.13 | 2.17 | 2.17 |
| | | | DR | 10 | 0.39 | 0.09 | 0.03 | 0.35 | 0.50 |
| 9007 | CA | Modesto Intracity Transit | MB | 24 | 0.33 | 0.46 | 0.08 | 0.88 | 0.88 |
| 9041 | CA | Montebello Muni Bus lines | MB | 29 | 2.48 | 0.43 | 0.14 | 3.05 | 3.05 |
| | | | DR | 2 | 1.25 | 0.05 | 0.25 | 1.55 | 1.55 |
| 9062 | CA | Monterey-Salinas Transit | MB | 40 | 2.22 | 0.58 | 0.22 | 2.72 | 3.03 |
| 9020 | CA | Santa Barbara MTD | MB | 49 | 1.82 | 0.63 | 0.38 | 2.83 | 2.83 |
| 1057 | CT | Norwalk TD | MB | 18 | 2.39 | 0.52 | 0.18 | 3.09 | 3.09 |
| 1068 P | CT | Waterbury-Northeast Trans | MB | 33 | 1.32 | 0.33 | 0.14 | 1.79 | 1.79 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES PER VEHICLE OPERATED IN MAXIMUM SERVICE | EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
|---|---|---|---|---|---|---|---|---|---|
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 3032 | DE | Dover-Delware Adm Spec Tr | DR | 16 | 1.23 | 0.19 | 0.13 | 1.16 | 1.54 |
| 4026 | FL | Bradenton-Manatee Cnty Tr | MB | 13 | 3.00 | 0.28 | 0.03 | 2.55 | 3.31 |
| | | | DR | 17 | 0.91 | 0.13 | 0.00 | 1.04 | 1.04 |
| 4030 | FL | Gainesville-RTS | MB | 27 | 1.91 | 0.52 | 0.33 | 2.76 | 2.76 |
| | | | DR | 8 | 1.42 | 0.25 | 0.01 | 1.69 | 1.69 |
| 4048 | FL | Merritt Is-Consol Agency | DR | 25 | 2.03 | 0.21 | 0.13 | 1.80 | 2.37 |
| 4032 | FL | S Daytona-E Volusia TA | MB | 25 | 2.44 | 0.76 | 0.15 | 3.22 | 3.35 |
| | | | DR | 2 | 1.75 | 0.45 | 0.10 | 2.30 | 2.30 |
| 4036 | FL | Tallahassee-TALTRAN | MB | 36 | 1.88 | 0.53 | 0.20 | 2.46 | 2.61 |
| | | | DR | 8 | 1.36 | 0.25 | 0.01 | 1.63 | 1.63 |
| 4037 | FL | W Plm Bch-Florida Transit | MB | 49 | 1.92 | 0.63 | 0.18 | 2.73 | 2.73 |
| 4023 | GA | Augusta TD | MB | 20 | 2.60 | 0.95 | 0.20 | 3.75 | 3.75 |
| 4024 | GA | Columbus-METRA | MB | 31 | 2.28 | 0.86 | 0.10 | 3.03 | 3.24 |
| | | | DR | 2 | 1.00 | 0.10 | 0.00 | 0.55 | 1.10 |
| 4025 | GA | Savannah TA | MB | 39 | 2.61 | 1.03 | 0.23 | 3.08 | 3.87 |
| 7008 | IA | Cedar Rapids Bus Depart | MB | 30 | 1.69 | 0.31 | 0.17 | 2.10 | 2.17 |
| 7018 | IA | City of Iowa City Transit | MB | 19 | 1.97 | 0.16 | 0.05 | 2.18 | 2.18 |
| 7012 | IA | Sioux City TS | MB | 19 | 1.83 | 0.39 | 0.11 | 2.21 | 2.33 |
| 7013 | IA | Waterloo-Black Hawk Cnty | MB | 21 | 1.66 | 0.51 | 0.22 | 2.28 | 2.39 |
| 0011 | ID | Boise-Urban Stages | MB | 23 | 1.58 | 0.31 | 0.15 | 1.95 | 2.04 |
| | | | DR | 4 | 2.00 | 0.60 | 0.70 | 1.65 | 3.30 |
| 5060 | IL | Champaign-Urbana MTD | MB | 40 | 2.28 | 0.67 | 0.21 | 2.85 | 3.16 |
| 5061 | IL | Decatur Public TS | MB | 22 | 1.35 | 0.46 | 0.25 | 1.86 | 2.05 |
| | | | DR | 1 | 0.80 | 0.10 | 0.10 | 1.00 | 1.00 |
| 5075 | IL | Joliet Mass TD | MB | 31 | 1.61 | 0.52 | 0.13 | 2.26 | 2.26 |
| | | | DR | 11 | 0.88 | 0.15 | 0.10 | 1.03 | 1.13 |
| 5057 | IL | Rock Island County MTD | MB | 32 | 1.72 | 0.41 | 0.16 | 2.29 | 2.29 |
| 5059 | IL | Springfield MTD | MB | 35 | 1.97 | 0.62 | 0.19 | 2.46 | 2.78 |

TABLE 3.18.4 as of 06/02/86 – continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES PER VEHICLE OPERATED IN MAXIMUM SERVICE | EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
|---|---|---|---|---|---|---|---|---|---|
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5083 | IL | Transit Mgmt. of Oak Lawn | MB | 28 | 1.80 | 0.41 | 0.11 | 2.32 | 2.32 |
| 5045 | IN | Gary PTC | MB | 26 | 3.48 | 0.92 | 0.25 | 4.65 | 4.65 |
| 5048 P | IN | Hammand-Lake County EOC | DR | 26 | 1.23 | 0.08 | 0.15 | 1.46 | 1.46 |
| 7015 | KS | Wichita Metropolitan TAu | MB | 44 | 1.59 | 0.43 | 0.18 | 2.20 | 2.20 |
| 6021 P | LA | Harahan-Louisiana Tran Co | MB | 27 | 1.77 | 0.62 | 0.19 | 2.49 | 2.58 |
| 6024 | LA | Shreveport Area TS | MB | 43 | 1.81 | 0.70 | 0.12 | 2.63 | 2.63 |
| 1005 | MA | Lowell RTA | MB | 22 | 1.72 | 0.37 | 0.07 | 2.16 | 2.16 |
| 1016 | ME | Gr Portland Transit Dist | MB | 38 | 1.47 | 0.44 | 0.17 | 1.97 | 2.08 |
| 5034 P | MI | Jackson PTC | MB | 16 | 2.56 | 1.17 | 0.90 | 2.32 | 4.64 |
| | | | DR | 13 | 0.96 | 0.20 | 0.14 | 1.30 | 1.30 |
| 5035 | MI | Kalamazoo Metro TS | MB | 39 | 1.81 | 0.71 | 0.18 | 2.34 | 2.69 |
| 5039 | MI | Saginaw TS | MB | 31 | 1.71 | 0.39 | 0.17 | 2.26 | 2.26 |
| | | | DR | 5 | 1.25 | 0.50 | 0.20 | 1.56 | 1.95 |
| 7003 | MO | Springfield City Utility | MB | 23 | 2.34 | 0.51 | 0.07 | 2.92 | 2.92 |
| | | | DR | 3 | 1.40 | 0.23 | 0.07 | 1.70 | 1.70 |
| 4015 | MS | Jackson-JATRAN | MB | 31 | 1.46 | 0.49 | 0.09 | 2.05 | 2.05 |
| | | | DR | 7 | 1.00 | 0.53 | 0.03 | 1.56 | 1.56 |
| 8004 | MT | Billings Metro Transit | MB | 18 | 2.07 | 0.00 | 0.13 | 1.83 | 2.20 |
| 4051 | NC | Chapel Hill Transit | MB | 28 | 2.21 | 0.43 | 0.15 | 2.69 | 2.79 |
| | | | DR | 3 | 2.40 | 0.20 | 0.00 | 1.73 | 2.60 |
| 1002 | NH | Manchester TA | MB | 30 | 1.72 | 0.76 | 0.14 | 2.53 | 2.62 |
| | | | DR | 2 | 1.00 | 0.05 | 0.00 | 1.05 | 1.05 |
| 6045 | NM | Santa Fe-Sr Citizens Tr | DR | 13 | 1.22 | 0.14 | 0.12 | 1.14 | 1.48 |
| 9045 P | NV | Las Vegas Transit | MB | 25 | 4.13 | 0.88 | 0.19 | 3.32 | 5.19 |
| 9056 | NV | Las Vegas-EOB Clark Cnty | DR | 25 | 1.75 | 0.06 | 0.09 | 1.37 | 1.90 |
| 9001 | NV | Reno-RTC of Washoe | MB | 30 | 3.20 | 0.73 | 0.07 | 4.00 | 4.00 |
| 2003 | NY | Broome Cnty Pub Trans | MB | 36 | 1.75 | 0.39 | 0.23 | 2.36 | 2.36 |
| | | | DR | 4 | 1.27 | 0.15 | 0.05 | 1.48 | 1.48 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **25-49 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 2099 | NY | Staten Island Rapid Trans | CR | 36 | 3.50 | 3.39 | 0.86 | 7.75 | 7.75 |
| 2021 | NY | Utica TA | MB | 33 | 1.77 | 0.63 | 0.30 | 2.61 | 2.69 |
| | | | DR | 1 | 2.00 | 1.00 | 0.00 | 3.00 | 3.00 |
| 5011 | OH | Canton RTA | MB | 39 | 1.77 | 0.63 | 0.19 | 2.59 | 2.59 |
| 5024 | OH | Youngstown-Western Res | MB | 34 | 2.03 | 0.70 | 0.38 | 3.11 | 3.11 |
| | | | DR | 4 | 1.25 | 0.03 | 0.03 | 1.30 | 1.30 |
| 0025 | OR | Salem Area MTD | MB | 41 | 1.83 | 0.49 | 0.19 | 2.50 | 2.50 |
| 3011 | PA | Altoona-Amtran | MB | 24 | 1.46 | 0.33 | 0.08 | 1.88 | 1.88 |
| 3015 | PA | Kingston-Luzerne Cnty TA | MB | 43 | 2.06 | 0.59 | 0.17 | 2.81 | 2.81 |
| 3018 | PA | Lancaster-Red Rose TA | MB | 30 | 1.70 | 0.35 | 0.27 | 2.32 | 2.32 |
| 3025 | PA | Scranton-Lackawanna TA | MB | 26 | 2.28 | 0.52 | 0.17 | 2.96 | 2.96 |
| 3054 | PA | St College-Centre ArTAu | MB | 20 | 1.80 | 0.35 | 0.25 | 2.40 | 2.40 |
| 4053 | SC | Greenville TA | MB | 23 | 2.07 | 0.59 | 0.23 | 2.13 | 2.89 |
| 8014 | SD | Rapid City Transit System | DR | 25 | 0.35 | 0.05 | 0.00 | 0.38 | 0.40 |
| 6010 | TX | City of Lubbock | MB | 23 | 2.02 | 0.66 | 0.24 | 2.92 | 2.92 |
| | | | DR | 3 | 1.63 | 0.30 | 0.03 | 1.97 | 1.97 |
| 3007 | VA | Gr. Roanoke Transit Co. | MB | 25 | 2.00 | 0.58 | 0.29 | 2.76 | 2.88 |
| 0021 | WA | Bellingham Muni Transit | MB | 24 | 2.18 | 0.61 | 0.21 | 1.75 | 3.00 |
| 0005 | WA | City of Everett Trans. | MB | 31 | 1.78 | 0.16 | 0.09 | 2.03 | 2.03 |
| | | | VP | 1 | 0.30 | 0.10 | 0.00 | 0.40 | 0.40 |
| | | | DR | 3 | 1.37 | 0.07 | 0.00 | 1.43 | 1.43 |
| 0019 | WA | Olympia-Intercity Transit | MB | 30 | 2.13 | 0.30 | 0.50 | 2.93 | 2.93 |
| 0006 | WA | Yakima-Transit Fund | MB | 12 | 2.63 | 0.08 | 0.04 | 2.75 | 2.75 |
| 5001 | WI | Appleton-Valley Transit | MB | 32 | 1.45 | 0.23 | 0.21 | 1.89 | 1.89 |
| 5006 | WI | Belle Urban System | MB | 33 | 1.75 | 0.24 | 0.12 | 2.11 | 2.11 |
| 5003 | WI | Kenosha Transit Comm | MB | 26 | 1.48 | 0.28 | 0.10 | 1.79 | 1.86 |
| 5004 | WI | La Crosse Municipal TU | MB | 24 | 1.63 | 0.31 | 0.13 | 1.89 | 2.06 |

### TABLE 3.18.4 as of 06/02/86 – continued

### TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

### DIRECTLY OPERATED SERVICE

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SERVICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SERVICE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 4049 | AL | Gadsden Dial-a-Ride | DR | 3 | 0.87 | 0.00 | 0.10 | 0.97 | 0.97 |
| 9034 | AZ | Glendale Dial-A-Ride | DR | 9 | 1.78 | 0.11 | 0.22 | 2.11 | 2.11 |
| 9043 | CA | City of Commerce | MB | 6 | 1.80 | 1.00 | 0.40 | 2.67 | 3.20 |
| | | | DR | 1 | 1.00 | 0.00 | 0.10 | 1.10 | 1.10 |
| 9113 | CA | City of El Cerrito | DR | 2 | 1.30 | 0.25 | 0.00 | 1.55 | 1.55 |
| 9092 | CA | City of Fairfield | MB | 4 | 1.68 | 0.68 | 0.23 | 2.58 | 2.58 |
| | | | DR | 3 | 1.53 | 0.50 | 0.53 | 2.57 | 2.57 |
| 9050 | CA | City of Simi Valley TS | MB | 5 | 2.14 | 0.64 | 0.32 | 3.10 | 3.10 |
| | | | DR | 2 | 1.20 | 0.30 | 0.20 | 1.70 | 1.70 |
| 9039 | CA | Culver Cty Muni Bus Lines | MB | 15 | 2.63 | 0.67 | 0.23 | 3.52 | 3.52 |
| 9119 | CA | Laguna Beach Muni Transit | MB | 3 | 3.33 | 1.20 | 0.47 | 5.00 | 5.00 |
| 9088 | CA | Napa City Bus | MB | 8 | 1.83 | 0.33 | 0.02 | 1.64 | 2.18 |
| 9022 | CA | Norwalk TS | MB | 17 | 2.38 | 0.57 | 0.08 | 3.03 | 3.03 |
| | | | DR | 2 | 2.85 | 0.70 | 0.30 | 3.85 | 3.85 |
| 9035 | CA | Oxnard-S Coast Area Tran | MB | 22 | 2.23 | 0.64 | 0.36 | 3.23 | 3.23 |
| 9079 | CA | Palm Springs-Sunline TA | MB | 17 | 1.96 | 0.64 | 0.38 | 2.81 | 2.98 |
| | | | DR | 7 | 1.77 | 0.47 | 0.30 | 1.09 | 2.53 |
| 9086 | CA | Riverside Specl Trans Svc | DR | 14 | 1.26 | 0.00 | 0.08 | 1.24 | 1.34 |
| 9054 | CA | San Diego Trolley | SC | 18 | 1.97 | 1.69 | 0.69 | 4.36 | 4.36 |
| 9017 | CA | Santa Rosa Muni Transit | MB | 11 | 2.36 | 0.09 | 0.09 | 2.55 | 2.55 |
| 8010 | CO | City of Greeley | MB | 13 | 2.01 | 0.61 | 0.05 | 1.65 | 2.67 |
| | | | DR | 2 | 3.10 | 0.60 | 0.05 | 3.75 | 3.75 |
| 8011 | CO | Fort Collins-Transport | MB | 11 | 2.06 | 0.50 | 0.17 | 2.23 | 2.72 |
| 8007 | CO | Pueblo Transportation Co | MB | 18 | 2.35 | 0.90 | 0.00 | 1.81 | 3.25 |
| | | | DR | 3 | 4.33 | 0.00 | 0.67 | 5.00 | 5.00 |
| 1042 | CT | Derby-Valley Transit | DR | 10 | 1.45 | 0.30 | 0.40 | 2.15 | 2.15 |
| 1047 P | CT | New Britain Trans | MB | 8 | 1.78 | 0.55 | 0.24 | 2.56 | 2.56 |
| 1052 P | CT | New Britain Trans/Bristol | MB | 2 | 1.80 | 0.60 | 0.25 | 2.65 | 2.65 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANSPORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | MAINTENANCE EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | ADMINISTRATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEKDAY MAX. SERVICE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 1045 P | CT | New Britain-Dattco, Inc | MB | 6 | 1.72 | 0.20 | 0.16 | 1.73 | 2.08 |
| 1040 | CT | Norwich-Southeast Area | MB | 17 | 2.06 | 0.41 | 0.06 | 2.53 | 2.53 |
| 1056 P | CT | Stamford-Conn Transit | MB | 20 | 2.49 | 0.56 | 0.18 | 3.23 | 3.23 |
| 1041 | CT | Westport TD | MB | 15 | 1.50 | 0.70 | 0.25 | 1.63 | 2.45 |
| | | | DR | 1 | 3.00 | 2.00 | 0.50 | 5.50 | 5.50 |
| 4038 | FL | Escambia County TSys | MB | 18 | 2.26 | 1.00 | 0.31 | 3.37 | 3.57 |
| 4028 | FL | Fort Myers-Lee County TS | MB | 16 | 2.35 | 0.61 | 0.16 | 3.13 | 3.13 |
| 4031 | FL | Lakeland Area MTD | MB | 11 | 1.88 | 0.54 | 0.38 | 2.03 | 2.79 |
| 4046 | FL | Sarasota Cnty Area Trans | MB | 16 | 2.41 | 0.66 | 0.25 | 3.31 | 3.31 |
| 4050 | FL | Smyrna TS | MB | 4 | 1.25 | 0.08 | 0.25 | 1.58 | 1.58 |
| 4021 | GA | Albany TS | MB | 10 | 1.95 | 0.86 | 0.19 | 3.00 | 3.00 |
| 4047 | GA | Athens TS | MB | 10 | 1.60 | 0.29 | 0.40 | 2.29 | 2.29 |
| 4058 | GA | Rome TD | MB | 20 | 1.60 | 0.50 | 0.05 | 2.15 | 2.15 |
| 7007 | IA | Bettendorf TS | MB | 3 | 2.40 | 0.17 | 0.30 | 2.87 | 2.87 |
| | | | DR | 4 | 1.70 | 0.10 | 0.20 | 0.50 | 2.00 |
| 7011 | IA | City of Dubuque-Keyline | MB | 20 | 1.59 | 0.35 | 0.01 | 1.95 | 1.95 |
| 7030 | IA | Coralville Iowa Transit | MB | 7 | 1.79 | 0.29 | 0.07 | 2.14 | 2.14 |
| 7009 | IA | Davenport Public Transit | MB | 20 | 2.30 | 0.52 | 0.05 | 2.86 | 2.86 |
| 7019 | IA | University of Iowa-Cambus | MB | 11 | 1.89 | 0.45 | 0.06 | 2.40 | 2.40 |
| | | | DR | 2 | 1.95 | 0.30 | 0.05 | 2.30 | 2.30 |
| 0022 | ID | Pocatello Urban Transit | MB | 3 | 2.17 | 0.43 | 0.00 | 2.60 | 2.60 |
| | | | DR | 6 | 1.00 | 0.10 | 0.00 | 0.37 | 1.10 |
| 5063 | IL | Auarora Transit | MB | 18 | 2.39 | 0.50 | 0.06 | 2.94 | 2.94 |
| 5064 | IL | Bensenville Dial A Bus | MB | 2 | 0.65 | 0.30 | 0.25 | 1.20 | 1.20 |
| 5047 | IL | Bloomington-Public TS | MB | 14 | 1.96 | 0.34 | 0.21 | 2.52 | 2.52 |
| | | | DR | 2 | 2.75 | 0.70 | 0.00 | 3.45 | 3.45 |
| 5068 | IL | Elgin-DOT | MB | 18 | 2.11 | 0.39 | 0.14 | 2.64 | 2.64 |
| 5074 | IL | Highland Park Transit | MB | 4 | 1.88 | 0.50 | 0.50 | 2.88 | 2.88 |

TABLE 3.18.4 as of 06/02/86 – continued

## TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM

## DIRECTLY OPERATED SERVICE

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 5055 | IL | Loves Park TS | MB | 4 | 1.20 | 0.75 | 0.50 | 2.45 | 2.45 |
| 5065 | IL | Pekin Municipal Bus Serv | MB | 2 | 1.60 | 0.50 | 0.50 | 2.60 | 2.60 |
| 5084 | IL | Transit Mgmt of Waukegan | MB | 19 | 2.58 | 0.63 | 0.11 | 3.32 | 3.32 |
| 5078 | IL | Village of Niles | MB | 7 | 2.99 | 0.53 | 0.01 | 3.53 | 3.53 |
| 5087 | IL | Wilmette Muni Bus System | MB | 14 | 1.56 | 0.24 | 0.04 | 1.84 | 1.84 |
| 5110 | IN | Bloomington Public TrCorp | MB | 9 | 3.40 | 0.70 | 0.42 | 3.01 | 4.52 |
| 5041 | IN | City of Anderson TS | MB | 8 | 3.15 | 0.94 | 0.41 | 4.50 | 4.50 |
| | | | DR | 2 | 2.90 | 0.75 | 0.35 | 4.00 | 4.00 |
| 5042 | IN | East Chicago Bus TS | MB | 4 | 4.00 | 1.75 | 0.50 | 6.25 | 6.25 |
| 5049 P | IN | Gary-Trade Winds Rehab | DR | 18 | 1.37 | 0.00 | 0.15 | 1.52 | 1.52 |
| 5051 | IN | Greater Lafayette PTC | MB | 20 | 2.12 | 0.32 | 0.26 | 2.57 | 2.70 |
| 5043 | IN | Metro Evansville TS | MB | 15 | 2.27 | 0.40 | 0.13 | 2.80 | 2.80 |
| 5054 | IN | Muncie Indiana PTC | MB | 19 | 2.38 | 0.67 | 0.19 | 2.55 | 3.23 |
| | | | DR | 3 | 2.00 | 0.80 | 0.07 | 2.87 | 2.87 |
| 5105 | IN | Portage Township | DR | 4 | 1.23 | 0.25 | 0.15 | 1.63 | 1.63 |
| 5053 | IN | Terre Haute Transit Util | MB | 15 | 1.53 | 0.40 | 0.13 | 2.07 | 2.07 |
| 7014 | KS | Topeka MTA | MB | 22 | 1.82 | 0.45 | 0.30 | 2.57 | 2.57 |
| | | | DR | 2 | 1.75 | 0.40 | 0.25 | 2.40 | 2.40 |
| 4016 | KY | Ashland Bus System | MB | 6 | 2.25 | 0.13 | 0.25 | 1.75 | 2.63 |
| 5107 | KY | Henderson Area Rapid Tran | MB | 2 | 1.80 | 1.35 | 0.40 | 3.55 | 3.55 |
| 4020 | KY | Owensboro TS | MB | 6 | 2.80 | 0.20 | 0.80 | 3.17 | 3.80 |
| 6025 | LA | Alexandria TS | MB | 11 | 2.05 | 0.70 | 0.16 | 2.91 | 2.91 |
| | | | DR | 2 | 0.75 | 0.15 | 0.10 | 1.00 | 1.00 |
| 6028 P | LA | Chalmette-St. Bernard Bus | MB | 3 | 1.75 | 0.00 | 1.00 | 1.83 | 2.75 |
| 6029 | LA | Gretna-Westside Transit | MB | 22 | 1.95 | 0.82 | 0.18 | 2.95 | 2.95 |
| 6038 | LA | Lafayette-COLT | MB | 14 | 1.94 | 0.49 | 0.07 | 2.49 | 2.49 |
| 6023 | LA | Lake Charles TS | MB | 9 | 1.72 | 0.76 | 0.22 | 2.70 | 2.70 |
| 6026 | LA | Monroe TS | MB | 13 | 1.77 | 0.55 | 0.23 | 2.55 | 2.55 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| | | | **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | |
| 6020 | LA | New Orleans-Louisiana DOT | FB | 6 | 20.40 | 4.46 | 1.00 | 21.55 | 25.86 |
| 1064 | MA | Gr Attleboro-Taunton RTAu | MB | 13 | 2.17 | 0.58 | 0.42 | 2.92 | 3.17 |
| | | | DR | 8 | 1.50 | 0.05 | 0.00 | 1.16 | 1.55 |
| 3041 | MD | Allegany County TAu | MB | 13 | 1.02 | 0.23 | 0.12 | 0.85 | 0.85 |
| 3040 | MD | City of Annapolis | MB | 20 | 2.78 | 0.42 | 0.08 | 1.48 | 3.28 |
| | | | DR | 4 | 1.07 | 0.20 | 0.03 | 0.98 | 1.30 |
| 3043 | MD | Columbia TS | MB | 6 | 4.33 | 0.08 | 0.00 | 4.42 | 4.42 |
| 3042 | MD | Hagerstown-Wash County TC | MB | 12 | 2.12 | 0.43 | 0.00 | 2.13 | 2.55 |
| 1088 | ME | Casco Bay Island TD | FB | 3 | 7.17 | 0.83 | 1.17 | 9.17 | 9.17 |
| 5030 | MI | Battle Creek Transit | MB | 15 | 1.57 | 0.92 | 0.11 | 2.60 | 2.60 |
| | | | DR | 2 | 0.70 | 0.50 | 0.30 | 1.50 | 1.50 |
| 5037 | MI | Muskegon Are TA | MB | 11 | 2.55 | 0.00 | 0.35 | 2.89 | 2.89 |
| | | | DR | 1 | 1.50 | 0.00 | 0.20 | 1.70 | 1.70 |
| 5038 | MI | Niles Dial-A-Ride | DR | 7 | 3.50 | 0.30 | 0.40 | 3.00 | 4.20 |
| 5028 | MN | St Cloud Metro Trans Comm | MB | 16 | 1.96 | 0.09 | 0.11 | 1.88 | 2.15 |
| | | | DR | 2 | 2.15 | 0.00 | 0.05 | 2.20 | 2.20 |
| 4014 | MS | Gulfprt-Mississippi Coast | MB | 11 | 3.25 | 1.13 | 0.63 | 1.82 | 5.00 |
| 8012 | MT | Great Falls TD | MB | 13 | 2.23 | 0.46 | 0.15 | 2.85 | 2.85 |
| 8009 | MT | Missoula Urban TD | MB | 16 | 1.72 | 0.34 | 0.14 | 2.20 | 2.20 |
| 4005 | NC | Asheville TA | MB | 17 | 1.76 | 0.53 | 0.12 | 2.41 | 2.41 |
| 4009 | NC | Fayetteville Area Transit | MB | 13 | 2.46 | 1.15 | 0.23 | 3.85 | 3.85 |
| 4010 | NC | Gastonia Transit Dept | MB | 5 | 2.00 | 0.80 | 0.40 | 3.20 | 3.20 |
| 4013 P | NC | Greensboro Agency Transp | DR | 17 | 1.70 | 0.00 | 0.25 | 1.15 | 1.95 |
| 4011 | NC | High Point City TS | MB | 16 | 1.70 | 0.57 | 0.38 | 1.66 | 2.65 |
| | | | DR | 3 | 2.50 | 0.65 | 0.60 | 2.50 | 3.75 |
| 4006 | NC | Wilmington TA | MB | 12 | 2.11 | 0.89 | 0.22 | 2.42 | 3.22 |
| | | | DR | 2 | 1.00 | 0.05 | 0.00 | 1.05 | 1.05 |
| 8008 | ND | Grand Forks City Bus | MB | 13 | 1.28 | 0.23 | 0.05 | 1.55 | 1.55 |

TABLE 3.18.4 as of 06/02/86 -- continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 2116 | NY | Auburn-Centro of Cayuga | MB | 11 | 1.50 | 0.15 | 0.00 | 1.50 | 1.65 |
| 2005 | NY | Chemung County TS | MB | 21 | 2.05 | 0.54 | 0.18 | 2.77 | 2.77 |
| | | | DR | 3 | 1.67 | 1.23 | 0.73 | 3.63 | 3.63 |
| 2009 | NY | City of Poughkeepsie TS | MB | 7 | 2.16 | 0.00 | 0.14 | 2.30 | 2.30 |
| 2115 | NY | Fulton-Centro of Oswego | MB | 8 | 1.38 | 0.19 | 0.00 | 1.56 | 1.56 |
| 2071 | NY | Huntington Area Rapid | MB | 11 | 2.55 | 0.59 | 0.29 | 3.12 | 3.43 |
| | | | DR | 1 | 0.50 | 0.10 | 0.10 | 0.70 | 0.70 |
| 2006 | NY | Long Beach TA | MB | 8 | 1.88 | 1.31 | 0.06 | 3.25 | 3.25 |
| 2085 | NY | Nanuet-Clarkstown Mini TR | MB | 5 | 2.50 | 0.40 | 0.10 | 3.00 | 3.00 |
| 2083 P | NY | New York - Easyride | DR | 12 | 1.27 | 0.14 | 0.55 | 1.97 | 1.97 |
| 2086 | NY | Pomona-T.R.I.P.S. | DR | 4 | 2.65 | 0.25 | 0.25 | 3.15 | 3.15 |
| 2015 | NY | Rome-VIP Transportation | MB | 5 | 2.56 | 0.40 | 0.02 | 2.98 | 2.98 |
| 2110 | NY | Roosevelt Isl Mini-Trans | MB | 6 | 2.33 | 0.33 | 0.00 | 2.67 | 2.67 |
| | | | TR | 2 | 15.00 | 4.50 | 0.00 | 19.50 | 19.50 |
| 2082 | NY | Staten Island Ferry | FB | 4 | 115.00 | 38.50 | 7.50 | 161.00 | 161.00 |
| 2089 | NY | Village of Spring Valley | MB | 2 | 2.45 | 0.55 | 0.05 | 3.05 | 3.05 |
| 2109 P | NY | Yonkers-Airport Transp | MB | 24 | 2.46 | 0.36 | 0.43 | 3.25 | 3.25 |
| 5018 | OH | Hamilton City Lines | MB | 11 | 1.64 | 0.36 | 0.09 | 2.09 | 2.09 |
| | | | DR | 1 | 1.30 | 0.00 | 0.20 | 1.50 | 1.50 |
| 5097 | OH | Kent-Campus Bus Service | MB | 19 | 1.94 | 0.92 | 0.73 | 3.41 | 3.59 |
| | | | DR | 3 | 2.43 | 0.10 | 0.00 | 2.53 | 2.53 |
| 5093 | OH | Lima-Allen County RTA | MB | 8 | 2.24 | 0.59 | 0.24 | 3.06 | 3.06 |
| | | | DR | 6 | 0.18 | 0.07 | 0.02 | 0.27 | 0.27 |
| 5095 | OH | Lorain Cnty Transit Brd | DR | 10 | 1.08 | 0.05 | 0.40 | 1.53 | 1.53 |
| 5019 | OH | Middletown TS | MB | 4 | 2.05 | 0.25 | 0.28 | 2.58 | 2.58 |
| 5013 | OH | Norwood Transit System | MB | 2 | 1.15 | 0.20 | 0.15 | 1.50 | 1.50 |
| | | | DR | 2 | 1.00 | 0.05 | 0.20 | 1.25 | 1.25 |
| 5020 P | OH | Springfield Bus Company | MB | 9 | 1.38 | 0.75 | 0.50 | 2.33 | 2.63 |

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 0034 | OR | Medford-Rogue Valley TD | MB | 14 | 3.75 | 0.83 | 0.67 | 2.25 | 5.25 |
| 3012 | PA | Johnstown-Cambia Cnty TA | MB | 17 | 2.59 | 1.18 | 0.71 | 4.47 | 4.47 |
| 3017 P | PA | Nanticoke Public Service | MB | 1 | 1.00 | 0.10 | 0.10 | 1.20 | 1.20 |
| 3020 P | PA | Pottstown Urban Transit | MB | 6 | 2.25 | 0.75 | 0.25 | 2.17 | 3.25 |
| 3050 P | PA | Wash.-GG&C Bus | MB | 7 | 1.76 | 0.67 | 0.16 | 2.59 | 2.59 |
| | | | DR | 6 | 1.67 | 0.30 | 0.08 | 2.05 | 2.05 |
| 3016 P | PA | Wilkes Barre-Williams Bus | MB | 1 | 1.50 | 0.10 | 0.10 | 1.70 | 1.70 |
| 3026 | PA | Williamsport-City Bus | MB | 12 | 2.08 | 0.58 | 0.17 | 2.83 | 2.83 |
| 3027 | PA | York Area TA | MB | 14 | 1.75 | 0.71 | 0.21 | 2.68 | 2.68 |
| 8002 | SD | City of Sioux Falls-TS | MB | 18 | 1.50 | 0.31 | 0.08 | 1.89 | 1.89 |
| 4055 | TN | Bristol Tennessee Transit | MB | 3 | 1.27 | 0.57 | 0.23 | 2.07 | 2.07 |
| 4057 | TN | Jackson TA | MB | 10 | 1.50 | 0.60 | 0.30 | 2.40 | 2.40 |
| 4054 | TN | Johnson City TS | MB | 5 | 2.16 | 0.54 | 0.50 | 3.20 | 3.20 |
| 6040 | TX | Abilene Transit System | MB | 12 | 1.58 | 0.42 | 0.08 | 2.08 | 2.08 |
| 6001 | TX | Amarillo Transit System | MB | 14 | 2.96 | 0.50 | 0.11 | 3.57 | 3.57 |
| 6041 | TX | Arlington Handitran | DR | 4 | 2.50 | 0.08 | 0.13 | 2.70 | 2.70 |
| 6016 | TX | Beaumont Transit System | MB | 14 | 1.86 | 0.64 | 0.21 | 2.71 | 2.71 |
| | | | DR | 2 | 1.50 | 0.50 | 0.05 | 2.05 | 2.05 |
| 6014 | TX | City of Brownsville | MB | 17 | 3.33 | 1.09 | 0.90 | 4.69 | 5.32 |
| 6046 | TX | Fort Worth Rideshare | VP | 6 | 0.00 | 0.00 | 0.50 | 0.50 | 0.50 |
| 6015 | TX | Galveston Island Trans | MB | 10 | 2.11 | 0.78 | 0.33 | 2.90 | 3.22 |
| 6009 | TX | Laredo Muni TS | MB | 20 | 3.00 | 0.78 | 0.33 | 3.70 | 4.11 |
| 6013 | TX | Port Arthur Transit | MB | 11 | 2.88 | 1.00 | 0.63 | 1.64 | 4.50 |
| 6037 | TX | San Angelo TD | MB | 6 | 1.75 | 0.00 | 0.08 | 1.83 | 1.83 |
| 6012 | TX | Waco Transit System | MB | 18 | 1.95 | 0.74 | 0.40 | 1.72 | 3.09 |
| | | | DR | 2 | 1.00 | 0.10 | 0.50 | 0.80 | 1.60 |
| 6035 | TX | Wichita Falls TS | MB | 9 | 2.36 | 0.60 | 0.28 | 1.80 | 3.24 |
| 3053 | VA | Bristol Virginia Transit | MB | 5 | 0.90 | 0.50 | 0.16 | 1.56 | 1.56 |

TABLE 3.18.4 as of 06/02/86 – continued

**TRANSIT PERFORMANCE INDICATORS: DETAILS BY TRANSIT SYSTEM**

**DIRECTLY OPERATED SERVICE**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | ST | TRANSIT SYSTEM | MODE | TOTAL VEHICLES OPERATED IN MAXIMUM SERVICE | TRANS-PORTATION EMPLOYEES PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE | MAIN-TENANCE EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | ADMINIS-TRATION EM-PLOYEES PER VEH. OPERAT-ED IN AVG. WEEKDAY MAX. SERVICE | EMPLOYEES | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | PER VEHICLE OPERATED IN MAXIMUM SERVICE | PER VEH. OPERATED IN AVG. WEEK-DAY MAX. SER-VICE |
| **UNDER 25 VEHICLES OPERATED IN MAXIMUM SERVICE** | | | | | | | | | |
| 3036 | VA | Charlottesville Transit | MB | 8 | 2.75 | 0.75 | 0.38 | 3.88 | 3.88 |
| 3045 | VA | Charlottesville-Jaunt | MB | 1 | 2.10 | 0.10 | 1.10 | 3.30 | 3.30 |
| | | | DR | 15 | 0.82 | 0.01 | 0.25 | 0.93 | 1.08 |
| 3008 | VA | Gr. Lynchburg Transit Co. | MB | 22 | 2.19 | 0.67 | 0.14 | 2.86 | 3.00 |
| 3009 | VA | Petersburg Area Transit | MB | 7 | 2.57 | 1.14 | 0.00 | 3.71 | 3.71 |
| 1066 | VT | Chittenden County TA | MB | 20 | 1.75 | 0.55 | 0.15 | 2.45 | 2.45 |
| 0016 | WA | City of Longview | MB | 4 | 2.13 | 0.10 | 0.25 | 2.47 | 2.47 |
| 0023 | WA | City of Seattle | SC | 2 | 2.70 | 0.00 | 0.10 | 2.80 | 2.80 |
| | | | AG | 0 | 2.45 | 0.80 | 0.25 | 0.00 | 3.50 |
| 0033 P | WA | Everett-Snohomish Seniors | DR | 20 | 1.28 | 0.04 | 0.14 | 0.80 | 1.45 |
| 0032 | WA | Wash DOT/Seattle Ferry | FB | 22 | 87.08 | 5.92 | 3.38 | 56.95 | 96.38 |
| 0031 | WA | Wash DOT/Tacoma Ferry | FB | 1 | 10.00 | 3.20 | 2.80 | 16.00 | 16.00 |
| 5109 | WI | Beloit Transit System | MB | 12 | 1.66 | 0.23 | 0.38 | 1.51 | 2.26 |
| 5099 | WI | Eau Claire Transit | MB | 15 | 2.02 | 0.46 | 0.00 | 2.48 | 2.48 |
| 5002 | WI | Green Bay TS | MB | 24 | 2.32 | 0.50 | 0.09 | 2.67 | 2.91 |
| 5108 | WI | Janesville Transit System | MB | 15 | 1.33 | 0.38 | 0.20 | 1.91 | 1.91 |
| 5009 | WI | Oshkosh Transit System | MB | 21 | 1.33 | 0.34 | 0.07 | 1.57 | 1.74 |
| 5088 | WI | Sheboygan Transit | MB | 16 | 2.13 | 0.59 | 0.00 | 2.72 | 2.72 |
| 5096 | WI | Waukesha Metro Transit | MB | 11 | 1.28 | 0.39 | 0.27 | 1.95 | 1.95 |
| 5091 | WI | Wausau Area Transit | MB | 14 | 1.54 | 0.50 | 0.11 | 2.14 | 2.14 |
| 3002 | WV | Huntington-Tri-State TA | MB | 17 | 1.41 | 0.47 | 0.18 | 2.06 | 2.06 |
| 3003 | WV | Parkrsbrg-Mid-Ohio Valley | MB | 5 | 1.83 | 0.68 | 0.33 | 2.26 | 2.83 |
| | | | DR | 1 | 1.70 | 0.30 | 0.20 | 2.20 | 2.20 |
| 3035 | WV | Wheeling-Ohio Valley RTA | MB | 16 | 2.23 | 0.71 | 0.22 | 2.61 | 3.21 |

# CHAPTER 4

# OPERATING STATISTICS USED FOR COMPUTING THE FY 1986 SECTION 9 APPORTIONMENTS

# CHAPTER 4

## OPERATING STATISTICS USED FOR COMPUTING THE FY 1986 SECTION 9 APPORTIONMENTS

Section 9 funds are apportioned to urbanized areas (UZA's) on the basis of a statutory formula incorporating population and population density. In addition, for UZA's with populations of 200,000 or more, specific operating statistics are incorporated in the formula. These statistics are:

- fixed guideway directional route miles;
- fixed guideway and non-fixed guideway vehicle revenue miles;
- fixed guideway and non-fixed guideway passenger miles; and
- fixed guideway and non-fixed guideway total operating expenses.

The statutory formula is summarized in Figure 4.01.

### 4.1 DATA SOURCES

The data used for the FY 1986 Section 9 apportionments were derived from the following sources:

- the 1980 U.S. Decennial Census; and
- the Section 15 Reports submitted for fiscal years ending on or between January 1 and December 31, 1984.

### 4.2 DATA PRESENTED IN THIS CHAPTER

The data presented in Table 4.01 provide all relevant transit financial and operating statistics used in the computation of FY 1986 Section 9 apportionments. These transit statistics were compiled directly from the Section 15 data base.

In some cases the data in Chapter 4 may not be the same as those found in other chapters of this report. This is primarily because some of the data items used for the FY 1986 Section 9 apportionment, and found in Chapter 4, were later adjusted as a result of resolving problems involving the data reliability/validity and the certification process. In addition, the operating costs for Section 9 purposes include all of the costs to operate the transit services, that is, all costs to the transit systems, as well as to their contractors, while the operating expenses for purchased transportation in other chapters of this report (i.e., object class codes 508.1 and 508.2) only show the costs of the purchased service contracts to the reporting transit systems.

Transit statistics are presented for 257 individual systems grouped by urbanized area. The identification for each system includes UZA code, State, Section 15 identification number, and reporting agency name. Within each UZA, transit systems are listed alphabetically by State and then by name.

Data are reported separately for each mode operated. Modes are abbreviated as follows:

MB —motorbus;
RR —rail rapid transit;
SC —streetcar/light rail;
TB —trolleybus;
DR —demand response;
FB —ferryboat;
CR —commuter rail;
IP —incline plane;
CC —cable car;
AG —automated guideway transit/monorail;
VP —vanpool;
JT —jitney;
TR —aerial tramway.

Each mode is followed by an "FG" or an "NF," indicating that the mode is either a fixed guideway mode or a non-fixed guideway mode, respectively. Note that while motorbuses generally operate in mixed traffic, some systems operate motorbuses, in part, as a fixed guideway mode (on exclusive or controlled access rights-of-way). Transit systems that operate both types of motorbus service were given the opportunity to allocate operating statistics and expenses to the fixed guideway tier. When transit systems elected not to allocate the data, zeros were entered for fixed guideway vehicle revenue miles, passenger miles, and operating costs.

The 1984 Annual Report now includes a code "Q" for those data items not entered in the Section 15 data base because their validity and reliability are questionable. The data affected were those used in the Section 9 apportionment formula where the transit system failed to satisfactorily respond to questions raised during the validation process and/or did not collect the data in accordance with required (UMTA) definitions and requirements. A data item was not entered in the data base by UMTA when one or more of the following circumstances existed:

(1) The transit system did not provide the complete cost of purchased transportation.

(2) The transit system did not provide the required breakdown of the miles reported as motorbus directional route miles.

(3) The Section 9 data certification by the independent auditor stated that the data were not collected in accordance with UMTA's definitions and requirements.

(4) The transit system did not provide sufficient information to validate the data.

(5) The sampling methodology was found not to meet the required statistical levels.

In addition, the 1984 Annual Report now includes an identification of each transit system that is privately owned in order to clearly distinguish between public and private transit systems. This distinction is based on the reporting transit systems' Form 001 of their Section 15 report where they indicated their type of organization. Where reporters indicated "other" organization on Form 001, their descriptions provided of themselves on Form 005 were used. A "P" following a transit system's Section 15 identification number in the 1984 Annual Report tables indicates that the transit system is privately owned.

## 4.3 ALLOCATION OF DATA AMONG UZA'S

In some instances, a transit system provides service to two or more urbanized areas, or to a non-urbanized area. In most of these cases, the data have been distributed among UZA's by the Section 15 reporter.

Except for certain situations set forth in the legislation related to fixed services in a small UZA (under 200,000 population) which serves a large UZA in a neighboring state, apportionments for small UZA's are computed strictly on the basis of 1980 population and population density. Based on the reported Section 15 data (since FY 1983), such exceptions occur in four small Connecticut UZA's. The apportionments for these four UZA's are based in part on certain commuter rail statistics. These statistics are included in Table 4.01.

## FIGURE 4.01
## ALLOCATION FORMULA FOR SECTION 9 FUNDS

(FOR FY'S 1984 – 1986)

| URBANIZED AREA (UZA) POPULATION | PERCENT OF FUNDS AND WEIGHTING FACTORS |
|---|---|
| non-urbanized | 2.93% (FOR SECTION 18) |
| <200,000 | 8.64% |
| ≥200,000 | 88.43% |

<200,000 — 8.64%

- 50% — population
- 50% — population x density [density = inhabitants/square mile]

≥200,000 — 88.43%

- 33.29% ("RAIL" TIER*)
  - 95.61% [at least 0.75% of these funds for each UZA with commuter rail & pop. ≥750,000]
    - 60% — fixed guideway revenue vehicle miles
    - 40% — fixed guideway route miles
  - 4.39% ("INCENTIVE" PORTION OF TIER) [at least 0.75% of these funds for each UZA with commuter rail & pop. ≥750,000]
    - — fixed guideway passenger miles x fixed guideway passenger miles/ operating cost
- 66.71% (BUS TIER)
  - 90.8%
    - 73.39% for UZA's with pop. ≥1,000,000
      - 50% — bus revenue vehicle miles
      - 25% — population
      - 25% — population x density
    - 26.61% for UZA's with pop. <1,000,000
      - 50% — bus revenue vehicle miles
      - 25% — population
      - 25% — population x density
  - 9.2% ("INCENTIVE" PORTION OF TIER)
    - — bus passenger miles x bus passenger miles/operating cost

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*Includes all fixed guideway modes, such as rail rapid transit, commuter rail, light rail or streetcar, trolleybus, aerial tramway, incline plane, cable car, and automated guideway transit. Also includes ferryboats, exclusive busways and HOV lanes.

## TABLE 4.01 as of 06/02/86

## DATA USED FOR SECION 9 APPORTIONMENTS

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 1 | NJ | 2981 | NJT - NY/NENJ | MB | FG | Q | 0 | 0 | 0 |
| | | | | MB | NF | 0.0 | 47843123 | 1044717541 | 183968218 |
| | | | | SC | FG | 8.3 | 441504 | 5066964 | 2337552 |
| | | | | CR | FG | 749.3 | 29588461 | 760956403 | 177647653 |
| 1 | NY | 2109 | AIRPORT | MB | NF | 0.0 | 1543051 | 3678909 | 2572036 |
| 1 | NY | 2085 | CLARKSTOWN MINE TRANS | MB | NF | 0.0 | 349164 | 1352414 | 539504 |
| 1 | NY | 2073 | COMMAND BUS CO-NY CITY | MB | NF | 0.0 | 2128883 | 54904952 | 9405435 |
| 1 | NY | 2084 | COUNTY OF ROCKLAND | MB | NF | 0.0 | 522461 | 6180650 | 1711289 |
| 1 | NY | 2038 | GREEN BUS LINES-JAMAICA | MB | NF | 0.0 | 5441665 | 86286490 | 29348500 |
| 1 | NY | 2071 | HUNTINGTON AREA RT | MB | NF | 0.0 | 409959 | 3231368 | 1545249 |
| | | | | DR | NF | 0.0 | 7519 | 5403 | 16749 |
| 1 | NY | 2039 | JAMAICA BUSES | MB | NF | 0.0 | 2106090 | 32129296 | 15860452 |
| 1 | NY | 2079 | LIBERTY LINE TRANSIT INC | MB | NF | 0.0 | 9533213 | 230643000 | 28451197 |
| 1 | NY | 2117 | LIBERTY LINES EXPRESS | MB | NF | 0.0 | 3450202 | 80071007 | 16128769 |
| 1 | NY | 2006 | LONG BEACH-NY | MB | NF | 0.0 | 182090 | 0 | 702830 |
| 1 | NY | 2007 | METRO SUB BUS AUTH/MTA | MB | NF | 0.0 | 8666335 | 187477700 | 39171971 |
| 1 | NY | 2100 | MTA LONG ISLAND RR | CR | FG | 623.3 | 49152500 | 2177509000 | 430898000 |
| 1 | NY | 2078 | MTA METRO NORTH | CR | FG | 524.4 | 20598866 | 953819595 | 273539732 |
| 1 | NY | 2099 | MTA/STATEN ISLAND RTOA | CR | FG | 28.6 | 2350924 | 42528688 | 12383269 |
| 1 | NY | 2040 | NEW YORK BUS TOURS | MB | NF | 0.0 | 3853170 | 80576631 | 11323262 |
| 1 | NY | 2008 | NYC TR. AUTH/MTA | MB | FG | 27.6 | 1790557 | 55652362 | 14154622 |
| | | | | MB | NF | 0.0 | 94419780 | 2936410094 | 746846577 |
| | | | | RR | FG | 482.5 | 278089273 | 6418157424 | 1750310507 |
| 1 | NY | 2098 | PORT AUTH TRANS HUDSON | RR | FG | 27.6 | 10508300 | 258590120 | 76026000 |
| 1 | NY | 2096 | PUTNAM AREA RAPID TRA | MB | NF | 0.0 | 553548 | 21520484 | 597569 |
| 1 | NY | 2043 | QUEENS TRANSIT CORP | MB | NF | 0.0 | 4283595 | 57964414 | 28218296 |
| 1 | NY | 2092 | ROCKLAND TRANSIT CORP | MB | FG | 5.2 | 52570 | 2617309 | 145829 |
| | | | | MB | NF | 0.0 | 3452156 | 62815408 | 7145640 |
| 1 | NY | 2110 | ROOSEVELT IS TRAM | MB | NF | 0.0 | 82077 | 0 | 0 |
| | | | | TR | FG | 1.2 | 47000 | 0 | 0 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 1 | NY | 2082 | STATEN ISLAND FERRY-NYC | FB | FG | 10.0 | 168500 | 105000000 | 29670562 |
| 1 | NY | 2045 | STEINWAY TC | MB | NF | 0.0 | 2522832 | 39311733 | 15079215 |
| 1 | NY | 2072 | SUFFOLK COUNTY DOT | MB | NF | 0.0 | 6369216 | 31001326 | 10258561 |
| 1 | NY | 2086 | T.R.I.P.S. | DR | NF | 0.0 | 151415 | 148244 | 419272 |
| 1 | NY | 2046 | TRIBORO COACH CORP | MB | NF | 0.0 | 3911909 | 38003595 | 20866863 |
| 1 | NY | 2083 | VERA INST. OF JUST. | DR | NF | 0.0 | 139859 | 167130 | 621530 |
| 1 | NY | 2089 | VILLAGE OF SPRING VALLEY | MB | NF | 0.0 | 85410 | 304412 | 140226 |
| 1 | NY | 2076 | WESTCHESTER COUNTY DOT | MB | NF | 0.0 | 1382200 | Q | 7455889 |
| 2 | CA | 9084 | CALTRANS-LOS ANGELES | CR | FG | 116.0 | 223146 | 9799290 | 2768412 |
| 2 | CA | 9044 | CITY OF ARCADIA D-A-R | DR | NF | 0.0 | 485560 | 590887 | 620775 |
| 2 | CA | 9043 | CITY OF COMMERCE | MB | NF | 0.0 | 204476 | 1842179 | 795816 |
|  |  |  |  | DR | NF | 0.0 | 26579 | 26579 | 41763 |
| 2 | CA | 9024 | CITY OF LAMIRADA D-A-R | DR | NF | 0.0 | 180090 | 341200 | 386975 |
| 2 | CA | 9010 | CITY OF TORRANCE TS | MB | NF | 0.0 | 1385707 | 18909717 | 4322717 |
|  |  |  |  | DR | NF | 0.0 | 92477 | 74445 | 255272 |
| 2 | CA | 9039 | CULVER CITY-MUNI BUS L | MB | NF | 0.0 | 754964 | 8984564 | 2666618 |
| 2 | CA | 9042 | GARDENA MBL | MB | NF | 0.0 | 1259649 | 10012355 | 3616368 |
|  |  |  |  | DR | NF | 0.0 | 101498 | 198807 | 419404 |
| 2 | CA | 9060 | HERMOSA BEACH | MB | NF | 0.0 | 0 | 0 | 0 |
|  |  |  |  | DR | NF | 0.0 | 0 | 0 | 0 |
| 2 | CA | 9119 | LAGUNA BEACH | MB | NF | 0.0 | 133636 | 524056 | 474070 |
| 2 | CA | 9023 | LONG BEACH PTC | MB | FG | 1.3 | 154832 | 1955747 | 517985 |
|  |  |  |  | MB | NF | 0.0 | 5301312 | 67078385 | 17735369 |
|  |  |  |  | DR | NF | 0.0 | 526882 | 568381 | 881673 |
| 2 | CA | 9077 | LOS ANGELES CTY TC | DR | NF | 0.0 | 373152 | 427291 | 702360 |
| 2 | CA | 9041 | MONTEBELLO-MUNI BUS LINE | MB | NF | 0.0 | 1289275 | 11599498 | 3772664 |
|  |  |  |  | DR | NF | 0.0 | 36867 | 34914 | 132783 |
| 2 | CA | 9022 | NORWALK TRANSIT SYSTEM | MB | NF | 0.0 | 877508 | 4832929 | 1968851 |
|  |  |  |  | DR | NF | 0.0 | 56283 | 62983 | 175936 |
| 2 | CA | 9125 | OMNITRANS - L.A. | MB | NF | 0.0 | 813410 | 2568451 | 2376417 |
|  |  |  |  | DR | NF | 0.0 | 664232 | Q | 824847 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 2 | CA | 9036 | ORANGE COUNTY TRANSIT | MB | NF | 0.0 | 16016228 | 154087435 | 57137632 |
|  |  |  |  | DR | NF | 0.0 | 2564411 | Q | 5307385 |
| 2 | CA | 9063 | REDONDO BEACH D-A-R | DR | NF | 0.0 | 40406 | Q | 111784 |
| 2 | CA | 9008 | SANTA MONICA MBL | MB | NF | 0.0 | 3502623 | 57374054 | 10251651 |
| 2 | CA | 9021 | SOUTHERN CALIF RTD-LA | MB | FG | 24.1 | 2872780 | 70365120 | 10541451 |
|  |  |  |  | MB | NF | 0.0 | 90158384 | 1767469942 | 403583857 |
| 3 | IL | 5064 | BENSENVILLE D-A-R | MB | NF | 0.0 | 23711 | 23940 | 53199 |
| 3 | IL | 5122 | BURLINGTON-NORTHERN INC. | CR | FG | 76.0 | 3900973 | 228917718 | 32135068 |
| 3 | IL | 5121 | CHI. & NORTHWESTERN TRAN. | CR | FG | 309.4 | 11156224 | 477132689 | 68107449 |
| 3 | IL | 5066 | CHICAGO TRANSIT AUTH | MB | FG | 7.5 | 1510374 | 15321873 | 7198421 |
|  |  |  |  | MB | NF | 0.0 | 70766403 | 1088510661 | 337271676 |
|  |  |  |  | RR | FG | 186.7 | 45552207 | 949664773 | 203681775 |
|  |  |  |  | DR | NF | 0.0 | 873085 | 1218369 | 3700716 |
| 3 | IL | 5074 | CITY OF HIGHLAND PARK | MB | NF | 0.0 | 210034 | 770255 | 350994 |
| 3 | IL | 5118 | COMMUTER RAIL BOARD | CR | FG | 314.8 | 6789757 | 325474129 | 67575615 |
| 3 | IL | 5073 | GLEN ELLYN TRANSIT | MB | NF | 0.0 | 48545 | 294270 | 173805 |
| 3 | IL | 5077 | GREATER NAPERVILLE TS | MB | NF | 0.0 | 187158 | 1316448 | 548686 |
| 3 | IL | 5120 | IL. CENTRAL GULF RR. | CR | FG | 155.6 | 3741178 | 217636998 | 45846710 |
| 3 | IL | 5078 | NILES | MB | NF | 0.0 | 312245 | 1139406 | 360897 |
| 3 | IL | 5080 | NORTH SURBURBAN MTD | MB | NF | 0.0 | 3451072 | 72783005 | 9255996 |
| 3 | IL | 5113 | SUBURBAN BUS DIVISION | MB | NF | 0.0 | 2161116 | 6250765 | 12850361 |
|  |  |  |  | DR | NF | 0.0 | 2803558 | 4562921 | 4498068 |
| 3 | IL | 5082 | SUBURBAN SAFEWAY-HARVEY | MB | NF | 0.0 | 2277857 | 37651948 | 5699798 |
| 3 | IL | 5083 | SUBURBAN TRANSIT SYSTEM | MB | NF | 0.0 | 964046 | 10898800 | 2341287 |
| 3 | IL | 5086 | TRANS MGMT OF WEST TOWNS | MB | NF | 0.0 | 2936582 | 43546674 | 8005471 |
| 3 | IL | 5084 | TRANSIT MGMT OF WAUKEGAN | MB | NF | 0.0 | 936039 | 6328292 | 2040426 |
| 3 | IL | 5087 | VILLAGE OF WILMETTE | MB | NF | 0.0 | 393008 | 3683823 | 696805 |
| 3 | IN | 5110 | BLOOMINGTON AREA | MB | NF | 0.0 | 406176 | 1262833 | 784565 |
| 3 | IN | 5042 | EAST CHICAGO BUS TS | MB | NF | 0.0 | 148675 | 616068 | 605309 |
| 3 | IN | 5045 | GARY PUBLIC TR CO | MB | NF | 0.0 | 1392585 | 6842192 | 4726551 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIRECTIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 3 | IN | 5102 | HAMMOND INTERCITY SYS | MB | NF | 0.0 | 295108 | 1948122 | 1122849 |
| 3 | IN | 5048 | LAKE COUNTY EOC | DR | NF | 0.0 | 481552 | 1020708 | 583310 |
| 3 | IN | 5104 | NORTHERN INDIANA COMM TA | CR | FG | 137.6 | 1526032 | 65181932 | 9774963 |
| 3 | IN | 5105 | PORTAGE TOWNSHIP | DR | NF | 0.0 | 78061 | 123743 | 67684 |
| 3 | IN | 5049 | TRADE WINDS REH CTR-GARY | DR | NF | 0.0 | 453005 | 1282820 | 387277 |
| 4 | NJ | 2982 | NJT - PHILADELPHIA/NJ | MB | NF | 0.0 | 12579715 | 127851842 | 40072190 |
| 4 | NJ | 2075 | PORT AUTH TR CO-NY/NJ | RR | FG | 30.5 | 3937742 | 88407729 | 16785950 |
| 4 | PA | 3019 | SEPTA-PHILADELPHIA | MB | FG | 7.7 | 108604 | 1760171 | 500173 |
|  |  |  |  | MB | NF | 0.0 | 33473345 | 542510353 | 154144366 |
|  |  |  |  | RR | FG | 75.5 | 15281701 | 566750771 | 87897462 |
|  |  |  |  | SC | FG | 178.7 | 5926940 | 108589422 | 38054250 |
|  |  |  |  | TB | FG | 47.8 | 1768484 | 23308857 | 7283432 |
|  |  |  |  | CR | FG | 449.3 | 8463371 | 179401970 | 122706032 |
|  |  |  |  | DR | NF | 0.0 | 1415043 | 994542 | 3135968 |
| 5 | MI | 5119 | CITY OF DETROIT DOT | MB | NF | 0.0 | 23884591 | 341729965 | 108391534 |
| 5 | MI | 5031 | SEMTA-DETROIT | MB | NF | 0.0 | 6894325 | 77628899 | 32947198 |
|  |  |  |  | CR | FG | 17.0 | 45288 | 1332000 | 1271463 |
|  |  |  |  | DR | NF | 0.0 | 2985862 | 6059703 | 9978227 |
| 6 | CA | 9014 | AC TRANSIT-ALAMEDA CTY | MB | FG | 1.1 | 0 | 0 | 0 |
|  |  |  |  | MB | NF | 0.0 | 27364512 | 455395383 | 95841117 |
| 6 | CA | 9003 | BART-SAN FRANCISCO | RR | FG | 142.0 | 29560195 | 761799000 | 126589670 |
| 6 | CA | 9080 | CALTRANS-SAN FRAN | CR | FG | 59.6 | 1497738 | 78224214 | 13602628 |
| 6 | CA | 9078 | CENT CONTRA COSTA TD | MB | NF | 0.0 | 1993932 | Q | 5539687 |
| 6 | CA | 9113 | CITY OF EL CERRITO | DR | NF | 0.0 | 28205 | 28205 | 36378 |
| 6 | CA | 9028 | CITY OF VALLEJO TRANSIT | MB | NF | 0.0 | 549849 | 3930284 | 1356432 |
|  |  |  |  | DR | NF | 0.0 | 117798 | 137063 | 250000 |
| 6 | CA | 9016 | GOLDEN GATE BRIDGE HTD | MB | FG | 11.1 | 428843 | 9108350 | 1617874 |
|  |  |  |  | MB | NF | 0.0 | 7271405 | 158963068 | 27098319 |
|  |  |  |  | FB | FG | 37.4 | 69741 | 9441796 | 5863999 |
|  |  |  |  | VP | NF | 0.0 | 313757 | 3451137 | 475218 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 6 | CA | 9082 | MTC/RIDES-SAN FRAN | VP | NF | 0.0 | 2356736 | 30571580 | 1539746 |
| 6 | CA | 9015 | SAN FRAN MUNI RAILWAY | MB | FG | 8.5 | 265602 | Q | 1590952 |
|  |  |  |  | MB | NF | 0.0 | 13639465 | Q | 81700059 |
|  |  |  |  | SC | FG | 41.1 | 3830792 | Q | 33891922 |
|  |  |  |  | TB | FG | 110.0 | 7470552 | Q | 49630887 |
|  |  |  |  | DR | NF | 0.0 | 772348 | Q | Q |
|  |  |  |  | CC | FG | 0.3 | 16061 | 0 | 2035043 |
| 6 | CA | 9009 | SAN MATEO TD | MB | NF | 0.0 | 7084288 | 115176887 | 25731317 |
|  |  |  |  | DR | NF | 0.0 | 376837 | 427097 | 801047 |
| 7 | DC | 3048 | WASHINGTON | CR | FG | 234.7 | 746127 | 34359988 | 6963078 |
| 7 | DC | 3030 | WMATA-WASHINGTON DC | MB | FG | 44.1 | 1451715 | 47873826 | 7944437 |
|  |  |  |  | MB | NF | 0.0 | 38203437 | 593983287 | 206770064 |
|  |  |  |  | RR | FG | 93.3 | 17336196 | 449561656 | 132217697 |
| 7 | MD | 3051 | MONTGOMERY COUNTY | MB | NF | 0.0 | 3274000 | 24884000 | 9587609 |
|  |  |  |  | DR | NF | 0.0 | 324481 | 1462500 | 898400 |
| 7 | VA | 3058 | CITY OF FAIRFAX | MB | NF | 0.0 | 0 | 0 | 0 |
| 8 | MA | 1053 | CAPE ANN TRANS | MB | NF | 0.0 | 191984 | 324468 | 400181 |
|  |  |  |  | DR | NF | 0.0 | 36576 | 61722 | 74351 |
| 8 | MA | 1073 | CARAVAN | VP | NF | 0.0 | 2905491 | 40677506 | 844030 |
| 8 | MA | 1003 | MBTA-BOSTON | MB | FG | 12.5 | 807860 | 15489575 | 4391692 |
|  |  |  |  | MB | NF | 0.0 | 21132469 | 235965273 | 112335172 |
|  |  |  |  | RR | FG | 71.1 | 16827741 | 399907884 | 145337146 |
|  |  |  |  | SC | FG | 55.9 | 1651489 | 29269594 | 22651200 |
|  |  |  |  | TB | FG | 21.6 | 561094 | 7163460 | 3861565 |
|  |  |  |  | FB | FG | 11.7 | 19330 | 1365480 | 695743 |
|  |  |  |  | DR | NF | 0.0 | 673674 | 1012000 | 1958759 |
| 8 | MA | 1071 | MBTA/B&M COMMUTER RAIL | CR | FG | 440.2 | 7725405 | 175393820 | 61957306 |
| 9 | TX | 6007 | CITRAN-FORT WORTH | MB | NF | 0.0 | 3146409 | 25996998 | 8196444 |
| 9 | TX | 6041 | CITY OF ARLINGTON | DR | NF | 0.0 | 144547 | 249621 | 283544 |
| 9 | TX | 6004 | DALLAS TRANSIT SYSTEM | MB | FG | 11.3 | Q | Q | 873526 |
|  |  |  |  | MB | NF | 0.0 | Q | Q | 47655673 |
|  |  |  |  | DR | NF | 0.0 | 2104922 | 2104922 | 2120833 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 9 | TX | 6046 | VAN POOL RIDESHARE | VP | NF | 0.0 | 81788 | 1219200 | 67771 |
| 10 | TX | 6008 | TA OF HARRIS COUNTY | MB | FG | 31.0 | 0 | 0 | 0 |
| | | | | MB | NF | 0.0 | 30082791 | 352640417 | 110162023 |
| | | | | DR | NF | 0.0 | 3417885 | 3360784 | 4490384 |
| 11 | MO | 7006 | BI-STATE DA-ST. LOUIS | MB | FG | 17.4 | 218449 | 2051597 | 917403 |
| | | | | MB | NF | 0.0 | 19043833 | 178853020 | 79892042 |
| 12 | PA | 3023 | BEAVER COUNTY TA | MB | NF | 0.0 | 405740 | 5112290 | 993970 |
| | | | | CR | FG | 62.0 | 47430 | 1333324 | 899474 |
| | | | | DR | NF | 0.0 | 242559 | 427213 | 222312 |
| 12 | PA | 3050 | GG&C BUS COMPANY, INC. | MB | NF | 0.0 | 331028 | 1046117 | 490687 |
| | | | | DR | NF | 0.0 | 88500 | 88500 | 244084 |
| 12 | PA | 3028 | GREATER ALIQUIPPA TRANS | MB | NF | 0.0 | 108558 | 355068 | 222569 |
| | | | | DR | NF | 0.0 | 53505 | 281345 | 175613 |
| 12 | PA | 3022 | PAT-PITTSBURG | MB | FG | 27.8 | 2682747 | 57429387 | 21038986 |
| | | | | MB | NF | 0.0 | 25888255 | 269841053 | 97371800 |
| | | | | SC | FG | 27.7 | 984844 | 16703996 | 14172572 |
| | | | | CR | FG | 36.2 | 217195 | 4085242 | 2432006 |
| | | | | IP | FG | 0.5 | 29803 | 176250 | 557239 |
| | | | | DR | NF | 0.0 | 3059100 | 2821500 | 4769816 |
| 12 | PA | 3044 | WESTMORELAND CTY TA | MB | NF | 0.0 | 210804 | Q | 768652 |
| 13 | MN | 5027 | ST. PAUL-MTC | MB | FG | 8.4 | 702809 | 8771211 | 2978962 |
| | | | | MB | NF | 0.0 | 20943529 | 260841132 | 88660749 |
| | | | | VP | NF | 0.0 | 1193472 | 15268864 | 453134 |
| | | | | DR | NF | 0.0 | 1673971 | 3063756 | 5740863 |
| 14 | MD | 3049 | BALTIMORE | CR | FG | 66.3 | 203920 | 10472314 | 1940884 |
| 14 | MD | 3034 | BALTIMORE MTA | MB | NF | 0.0 | 20518500 | 393542536 | 97957531 |
| | | | | RR | FG | 8.8 | 959804 | 11763804 | 7942773 |
| | | | | DR | NF | 0.0 | 234842 | Q | 1047667 |
| 14 | MD | 3043 | HOWARD CTY TRANS AUTH | MB | NF | 0.0 | 183385 | 2748309 | 368050 |
| 15 | OH | 5015 | GREATER CLEVELAND RTA | MB | NF | 0.0 | 19646036 | 348873727 | 85696670 |
| | | | | RR | FG | 38.2 | 2135581 | 40712872 | 14846661 |
| | | | | SC | FG | 26.0 | 1062305 | 25388027 | 7300699 |
| | | | | DR | NF | 0.0 | 946993 | 1208841 | 4643261 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 15 | OH | 5117 | LAKETRAN | DR | NF | 0.0 | 308135 | 918736 | 516286 |
| 16 | CA | 9085 | CALTRANS-SAN DIEGO | CR | FG | 22.0 | 27830 | 524216 | 349445 |
| 16 | CA | 9030 | NORTH SAN DIEGO CNTY TD | MB | NF | 0.0 | 6839552 | 51249053 | 12619898 |
|  |  |  |  | DR | NF | 0.0 | 242840 | 498680 | 341385 |
| 16 | CA | 9095 | SAN DIEGO RTS | MB | NF | 0.0 | 2272883 | 15423271 | 5204998 |
|  |  |  |  | DR | NF | 0.0 | 1600582 | 2881989 | 268262 |
| 16 | CA | 9026 | SAN DIEGO TRANSIT CORP | MB | FG | 1.3 | 14418 | 193908 | 49622 |
|  |  |  |  | MB | NF | 0.0 | 9597857 | 129077760 | 33032907 |
|  |  |  |  | DR | NF | 0.0 | 138296 | 391548 | 108152 |
| 16 | CA | 9054 | SAN DIEGO TROLLEY, INC. | SC | FG | 16.0 | 1672364 | 46221569 | 4922560 |
| 17 | GA | 4022 | MARTA-ATLANTA | MB | FG | 0.2 | 29825 | 393660 | 90141 |
|  |  |  |  | MB | NF | 0.0 | 25036991 | 327656060 | 77570416 |
|  |  |  |  | RR | FG | 34.2 | 5942886 | 159045390 | 23801893 |
| 18 | FL | 4034 | METRO DADE COUNTY TA | MB | FG | 22.3 | 179341 | 5814510 | 742682 |
|  |  |  |  | MB | NF | 0.0 | 20249605 | 272663383 | 83176218 |
|  |  |  |  | RR | FG | 7.0 | 478400 | 6056175 | 11920049 |
|  |  |  |  | DR | NF | 0.0 | 1207900 | 1449480 | 2692679 |
| 19 | AZ | 9034 | CITY OF GLENDALE D-A-R | DR | NF | 0.0 | 282348 | 462231 | 646238 |
| 19 | AZ | 9032 | PHOENIX TRANSIT | MB | NF | 0.0 | 228293 | 395186 | 2515013 |
|  |  |  |  | DR | NF | 0.0 | 2006768 | 3272094 | 1022881 |
| 19 | ID | 9124 | PHOENIX TRANSIT | MB | NF | 0.0 | 7197892 | 73396456 | 21665998 |
| 20 | WA | 0005 | CITY OF EVERETT TRANS | MB | NF | 0.0 | 1060953 | 13021831 | 2946012 |
|  |  |  |  | VP | NF | 0.0 | 18200 | 72800 | 6062 |
|  |  |  |  | DR | NF | 0.0 | 74115 | 98388 | 128230 |
| 20 | WA | 0023 | CITY OF SEATTLE | SC | FG | 3.2 | 51088 | 1593361 | 457031 |
|  |  |  |  | AG | FG | 4.0 | 33176 | 1368989 | 778979 |
| 20 | WA | 0001 | SEATTLE METRO | MB | FG | 35.7 | 1305206 | 19942203 | 5468078 |
|  |  |  |  | MB | NF | 0.0 | 22304457 | 335320920 | 92207994 |
|  |  |  |  | TB | FG | 110.0 | 2852271 | 39548731 | 15244817 |
|  |  |  |  | VP | NF | 0.0 | 1821708 | 18763557 | 2098448 |
|  |  |  |  | DR | NF | 0.0 | 457433 | 457433 | 979836 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 20 | WA | 0029 | SNOH COUNTY COMM TRANS | MB | NF | 0.0 | 2293746 | 27677866 | 6555045 |
| | | | | VP | NF | 0.0 | 21201 | 211650 | 5889 |
| 20 | WA | 0033 | SR SERVS OF SNOHOMISH CO. | DR | NF | 0.0 | 242058 | 472553 | 335921 |
| 20 | WA | 0032 | WASH DOT/SEATTLE FERRY | FB | FG | 79.8 | 731125 | 102506983 | 75486469 |
| 21 | CO | 8006 | RTD-DENVER | MB | FG | 7.4 | 391070 | 8291485 | 1472516 |
| | | | | MB | NF | 0.0 | 19971361 | 215300333 | 77397789 |
| | | | | JT | NF | 0.0 | 10368 | 2284 | 16701 |
| 22 | CA | 9081 | CALTRANS-SAN JOSE | CR | FG | 34.2 | 842478 | 44001120 | 7651478 |
| 22 | CA | 9083 | MTC/RIDES-SAN JOSE | VP | NF | 0.0 | 204310 | 2650310 | 136484 |
| 22 | CA | 9013 | SANTA CLARA COUNTY TD | MB | NF | 0.0 | 18072903 | 164251600 | 87141108 |
| 23 | WI | 5008 | MILWAUKEE COUNTY TS | MB | NF | 0.0 | 19773061 | 203076703 | 62867744 |
| 23 | WI | 5112 | MILWAUKEE CTY PARATRAN. | DR | NF | 0.0 | 2993373 | 2928614 | 4077436 |
| 23 | WI | 5094 | WAUKESHA COUNTY | MB | NF | 0.0 | 373161 | 5964534 | 953945 |
| 23 | WI | 5096 | WAUKESHA METRO TRANSIT | MB | NF | 0.0 | 368867 | 1190425 | 749479 |
| | | | | DR | NF | 0.0 | 8925 | 33469 | 32852 |
| 24 | KY | 4019 | TA OF NORTHERN KY | MB | FG | 0.3 | 42690 | 388859 | 103363 |
| | | | | MB | NF | 0.0 | 2237892 | 21214431 | 5732209 |
| | | | | DR | NF | 0.0 | 144134 | 196581 | 208570 |
| 24 | OH | 5013 | NORWOOD TRANSIT | MB | NF | 0.0 | 38840 | 203015 | 89832 |
| | | | | DR | NF | 0.0 | 21420 | 26324 | 31257 |
| 24 | OH | 5012 | SORTA-CINCINNATI | MB | FG | 0.5 | 8035 | Q | 53848 |
| | | | | MB | NF | 0.0 | 9688066 | Q | 39316558 |
| | | | | DR | NF | 0.0 | 427066 | 401458 | 895298 |
| 25 | MO | 7005 | KANSAS CITY AREA TA | MB | FG | 0.6 | 6002 | Q | 24766 |
| | | | | MB | NF | 0.0 | 7477398 | Q | 28270961 |
| | | | | DR | NF | 0.0 | 299089 | 306954 | 340860 |
| 26 | LA | 6021 | LA TRANS CO-HARAHAN | MB | NF | 0.0 | 1244999 | 17887184 | 2789712 |
| 26 | LA | 6020 | MISS RVR BA-NEW ORLEANS | FB | FG | 3.0 | 58344 | 2970240 | 4342127 |
| 26 | LA | 6032 | NEW ORLEANS RTA | MB | FG | 2.2 | 600748 | 9364272 | 2612507 |
| | | | | MB | NF | 0.0 | 10600310 | 165234312 | 46098165 |
| | | | | SC | FG | 13.2 | 707318 | 18599688 | 3795413 |
| | | | | DR | NF | 0.0 | 140832 | 140832 | 506756 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 26 | LA | 6028 | ST. BERNARD BUS-ARAPI | MB | NF | 0.0 | 81204 | 463950 | 329747 |
| 26 | LA | 6029 | WESTSIDE TR LINES-GRETNA | MB | NF | 0.0 | 913318 | 10809018 | 2357964 |
| 27 | OR | 0008 | PORTLAND TRI-COUNTY MTD | MB | FG | Q | Q | Q | Q |
|  |  |  |  | MB | NF | 0.0 | 21473290 | 213977290 | 78671000 |
|  |  |  |  | DR | NF | 0.0 | 953304 | 1311805 | 1948000 |
| 27 | WA | 0024 | CLARK COUNTY TA | MB | FG | 1.5 | 8796 | 43538 | 19812 |
|  |  |  |  | MB | NF | 0.0 | 1775248 | 8893169 | 3903906 |
|  |  |  |  | DR | NF | 0.0 | 99453 | 268523 | 80398 |
| 28 | FL | 4029 | BROWARD COUNTY COMM. | MB | NF | 0.0 | 6771663 | 72755935 | 18919623 |
| 28 | FL | 4059 | METRO DADE-BROWARD TA | MB | NF | 0.0 | 103600 | 1412225 | 425594 |
| 29 | NY | 2004 | NIAGARA FRONTIER TA | MB | FG | 0.1 | 0 | 0 | 0 |
|  |  |  |  | MB | NF | 0.0 | 10250487 | 105455868 | 35577748 |
| 30 | TX | 6011 | VIA MTS-SAN ANTONIO | MB | FG | 0.3 | 34943 | 324628 | 80828 |
|  |  |  |  | MB | NF | 0.0 | 13942156 | 129526722 | 32250312 |
|  |  |  |  | DR | NF | 0.0 | 995361 | 853413 | 829647 |
| 31 | IN | 5050 | INDIANAPOLIS PUB TR CO | MB | FG | 2.7 | 61511 | 1198872 | 187679 |
|  |  |  |  | MB | NF | 0.0 | 5775154 | 67083444 | 17618687 |
|  |  |  |  | DR | NF | 0.0 | 219475 | 307574 | 533261 |
| 32 | OH | 5016 | CENTRAL OHIO TA | MB | NF | 0.0 | 8934661 | 124684682 | 29255124 |
|  |  |  |  | DR | NF | 0.0 | 692000 | 358860 | 560210 |
| 33 | FL | 4027 | PINELLAS SUNCOAST TA | MB | NF | 0.0 | 2077805 | 15761057 | 4307196 |
|  |  |  |  | DR | NF | 0.0 | 244857 | 317496 | 586845 |
| 33 | FL | 4039 | ST. PETERSBURG MTS | MB | NF | 0.0 | 2472785 | 24797879 | 6294543 |
|  |  |  |  | DR | NF | 0.0 | 216240 | 428400 | 315869 |
| 34 | CA | 9090 | COUNTY OF YOLO | MB | NF | 0.0 | 468220 | 5892175 | 1025028 |
| 34 | CA | 9019 | SACRAMENTO RTD | MB | FG | 2.1 | 0 | 0 | 0 |
|  |  |  |  | MB | NF | 0.0 | 6601084 | 91019430 | 24807664 |
| 35 | MA | 1092 | ATTLEBORO | CR | FG | 26.8 | 600259 | 9083212 | 2746280 |
| 35 | MA | 1064 | GRTR ATTLEBORO-TAUNTON | MB | NF | 0.0 | 277925 | 1746598 | 396220 |
|  |  |  |  | DR | NF | 0.0 | 37853 | 103182 | 37386 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 35 | RI | 1001 | RHODE ISLAND PTA-RIPTA | MB | NF | 0.0 | 5640072 | 44753701 | 20244353 |
| 36 | TN | 4003 | MEMPHIS AREA TRANSIT | MB | NF | 0.0 | 6032105 | 41075623 | 16583462 |
| | | | | DR | NF | 0.0 | 328903 | 557487 | 310023 |
| 37 | VA | 3005 | TIDEWATER TDC-NORFOLK | MB | NF | 0.0 | 5673941 | Q | 14665540 |
| | | | | FB | FG | 0.6 | 7844 | Q | Q |
| | | | | VP | NF | 0.0 | Q | Q | 196492 |
| | | | | DR | NF | 0.0 | Q | Q | 1175494 |
| 38 | KY | 4018 | TA OF RIVER CITY | MB | NF | 0.0 | 7855830 | 101610111 | 22860964 |
| | | | | DR | NF | 0.0 | 298409 | 587834 | 645378 |
| 39 | CA | 9029 | OMNITRANS-SAN BERD. | MB | NF | 0.0 | 1897959 | 10603096 | 5544973 |
| | | | | DR | NF | 0.0 | 1026921 | Q | 1336506 |
| 39 | CA | 9086 | RIVERSIDE SPEC TRANS | DR | NF | 0.0 | 411964 | 490724 | 499994 |
| 39 | CA | 9031 | RIVERSIDE TRANSIT AGENCY | MB | NF | 0.0 | 2061283 | 14776928 | 4721845 |
| | | | | DR | NF | 0.0 | 169251 | 235175 | 238581 |
| 40 | OK | 6017 | MASSTRANS-OKLAHOMA CTY | MB | NF | 0.0 | 2533686 | Q | 6537961 |
| | | | | DR | NF | 0.0 | 25812 | Q | 319616 |
| 41 | UT | 8001 | UTAH TRANSIT AUTH | MB | NF | 0.0 | 8743404 | 59639191 | 18408052 |
| | | | | DR | NF | 0.0 | 568407 | 727627 | 189214 |
| 42 | AL | 4042 | BIRM/JEFFERSON COUNTY TA | MB | NF | 0.0 | 2729290 | 21232055 | 8179622 |
| | | | | DR | NF | 0.0 | 358586 | 887633 | 590686 |
| 43 | NY | 2113 | REGIONAL TRANSIT SERVICE | MB | NF | 0.0 | 6162923 | 57639734 | 20624079 |
| | | | | DR | NF | 0.0 | 705939 | 705939 | 818760 |
| 44 | FL | 4040 | JACKSONVILLE TA | MB | NF | 0.0 | 5759669 | 44237692 | 13594877 |
| | | | | DR | NF | 0.0 | 96183 | 99200 | 299915 |
| 45 | OH | 5017 | MIAMI VALLEY RTA | MB | NF | 0.0 | 4405667 | 65149613 | 12875870 |
| | | | | TB | FG | 133.2 | 2091745 | 23878063 | 7244049 |
| | | | | DR | NF | 0.0 | 301612 | 203803 | 823374 |
| 46 | HI | 9002 | HONOLULU DOT | MB | FG | 8.5 | 190091 | 6935954 | 872122 |
| | | | | MB | NF | 0.0 | 14905193 | 396686657 | 49891693 |
| | | | | DR | NF | 0.0 | 1399712 | 4363064 | 2909158 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 47 | FL | 4035 | TRI-COUNTY TRANSIT | MB | NF | 0.0 | 3493204 | 26827891 | 6277234 |
| | | | | DR | NF | 0.0 | 54000 | 48744 | 87646 |
| 48 | FL | 4041 | TAMPA DEPT OF PARK & TRAN | MB | FG | 0.9 | 146784 | 842885 | 261157 |
| | | | | MB | NF | 0.0 | 5756611 | 33056915 | 10242266 |
| 49 | TN | 4004 | NASHVILLE-MTA | MB | NF | 0.0 | 4026928 | 35155872 | 9295340 |
| | | | | VP | NF | 0.0 | 218481 | 2309778 | 74192 |
| | | | | DR | NF | 0.0 | 192213 | 532083 | 206391 |
| 50 | OH | 5010 | AKRON METRO RTA | MB | NF | 0.0 | 2542386 | Q | 8166930 |
| | | | | DR | NF | 0.0 | 546183 | 1410372 | 1110696 |
| 50 | OH | 5097 | CAMPUS BUS SERVICE-KENT | MB | FG | 0.9 | 8485 | 49430 | 16112 |
| | | | | MB | NF | 0.0 | 557200 | 3245890 | 1058003 |
| | | | | DR | NF | 0.0 | 28777 | 12911 | 68055 |
| 51 | NE | 7002 | OMAHA TA | MB | NF | 0.0 | 5024591 | 37847084 | 12809540 |
| | | | | DR | NF | 0.0 | 359220 | 359220 | 657349 |
| 52 | CT | 1048 | CONN. TRANSIT-HARTFORD | MB | NF | 0.0 | 5626838 | 70847000 | 19868308 |
| 52 | CT | 1017 | GREATER HARTFORD TD | DR | NF | 0.0 | 1096720 | 2234891 | 1605304 |
| 52 | CT | 1063 | MIDDLETOWN TD | MB | NF | 0.0 | 0 | 0 | 0 |
| | | | | DR | NF | 0.0 | 0 | 0 | 0 |
| 53 | MA | 1083 | GRTR HARTFORD TRANS DIST | DR | NF | 0.0 | 204080 | 439213 | 240106 |
| 53 | MA | 1008 | PIONEER VALLEY TRANSIT | MB | NF | 0.0 | 2231088 | 18659782 | 4761836 |
| | | | | DR | NF | 0.0 | 660639 | 740235 | 759576 |
| 53 | MA | 1089 | SPRINFIELD TM | MB | NF | 0.0 | 1898426 | 14008092 | 5648596 |
| 54 | VA | 3006 | GREATER RICHMOND TRANS | MB | NF | 0.0 | 4516822 | 57634958 | 14129986 |
| | | | | DR | NF | 0.0 | 709880 | 1151152 | 612286 |
| 55 | NY | 2002 | ALBANY-CAPITAL DTA | MB | NF | 0.0 | 5280009 | 56252171 | 15351535 |
| | | | | DR | NF | 0.0 | 91800 | 91800 | 123674 |
| 55 | NY | 2012 | MOUNTAIN VIEW COACH | MB | NF | 0.0 | 2657206 | 16897068 | 5215333 |
| 56 | FL | 4037 | FL TR MGMT INC-W PLM BCH | MB | NF | 0.0 | 2192602 | 7274055 | 4815404 |
| 57 | OH | 5022 | TOLEDO AREA RTA | MB | NF | 0.0 | 5230700 | 55891000 | 12059748 |
| 58 | TX | 6006 | SUN CITY ARE TR-EL PASO | MB | NF | 0.0 | 3342418 | Q | 8054333 |
| | | | | DR | NF | 0.0 | 428699 | Q | 424218 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 59 | AZ | 9033 | SUNTRAN OF TUCSON | MB | NF | 0.0 | 4845019 | 39516000 | 11268113 |
| | | | | DR | NF | 0.0 | 1118500 | 1402105 | 1398719 |
| 60 | OK | 6018 | METRO TULSA TA | MB | NF | 0.0 | 2832669 | Q | 6536198 |
| | | | | DR | NF | 0.0 | Q | 294979 | 230533 |
| 61 | NV | 9056 | EOB OF CLARK COUNTY | DR | NF | 0.0 | 494063 | 506750 | 656670 |
| 61 | NV | 9045 | LAS VEGAS TRANSIT SYS | MB | NF | 0.0 | 1148772 | 12676639 | 3173061 |
| 62 | NM | 6019 | SUN-TRAN OF ALBUQUERQUE | MB | NF | 0.0 | 3222204 | 19434426 | 7906681 |
| | | | | DR | NF | 0.0 | 182216 | Q | 168006 |
| 63 | CT | 2105 | BRIDGEPORT | CR | FG | 25.1 | 1416325 | 76460881 | 15914208 |
| 63 | CT | 1050 | GRTR BRIDGEPORT TD | MB | FG | 0.1 | 2964 | Q | 17061 |
| | | | | MB | NF | 0.0 | 1905547 | Q | 5671619 |
| | | | | DR | NF | 0.0 | 185196 | 447879 | 297713 |
| 63 | CT | 1060 | MILFORD | MB | NF | 0.0 | 202031 | 0 | 322591 |
| | | | | DR | NF | 0.0 | 26500 | 0 | 36805 |
| 63 | CT | 1042 | VALLEY TD-DERBY | DR | NF | 0.0 | 261163 | 1183535 | 585859 |
| 64 | PA | 3025 | CNTY OF LACKAWANNA TS | MB | NF | 0.0 | 1102908 | 7139672 | 3326800 |
| 64 | PA | 3015 | LUZERNE COUNTY TA | MB | NF | 0.0 | 1692675 | 18767000 | 4232680 |
| | | | | DR | NF | 0.0 | 72410 | 77913 | 76780 |
| 64 | PA | 3017 | NANTICOKE PUBLIC SERVICE | MB | NF | 0.0 | 16224 | 156312 | 21609 |
| 64 | PA | 3016 | WILLIAMS BUS LINES | MB | NF | 0.0 | 38688 | 109824 | 29325 |
| 65 | DE | 3031 | DART-WILMINGTON | MB | NF | 0.0 | 1955715 | Q | 7555168 |
| 65 | DE | 3032 | DAST-SPEC TR-NEW CASTLE | DR | NF | 0.0 | 274989 | 279745 | 455969 |
| 65 | DE | 3047 | DELAWARE TRANS AUTH | MB | NF | 0.0 | 65771 | 375635 | 151118 |
| 65 | NJ | 2985 | NJT - NJ-MD-DE | MB | NF | 0.0 | 149380 | 0 | 228722 |
| 66 | WA | 0028 | PIERCE COUNTY COMM TRANS | FB | FG | 11.1 | 23539 | 561375 | 735575 |
| 66 | WA | 0003 | PIERCE TRANSIT | MB | NF | 0.0 | 5251889 | 67031486 | 16913184 |
| | | | | DR | NF | 0.0 | 907648 | 1468828 | 1663754 |
| 66 | WA | 0031 | WASH DOT/TACOMA | FB | FG | 3.4 | 22881 | 760857 | 1409909 |
| 67 | OH | 5024 | WESTERN RESERVE TRANSIT | MB | NF | 0.0 | 946538 | 6348992 | 3765810 |
| | | | | DR | NF | 0.0 | 55880 | 29900 | 159792 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 68 | NJ | 2984 | NJT - EASTON, PA-NJ | MB | NF | 0.0 | 71760 | 0 | 218624 |
|  |  |  |  | CR | FG | 4.1 | 15621 | 10414 | 277922 |
| 68 | PA | 3010 | LEHIGH/NORTHAMPTON TA | MB | NF | 0.0 | 1690600 | 14949120 | 4472695 |
|  |  |  |  | DR | NF | 0.0 | 188000 | 78220 | 82861 |
| 69 | TX | 6002 | AUSTIN TRANSIT SYSTEM | MB | FG | 0.3 | 2224 | 13895 | 5817 |
|  |  |  |  | MB | NF | 0.0 | 2469169 | 15424975 | 6456944 |
|  |  |  |  | DR | NF | 0.0 | 495133 | 640582 | 894257 |
| 70 | NY | 2018 | CENTRAL NY RTA-SYRACUSE | MB | NF | 0.0 | 3855219 | 52563709 | 12050359 |
|  |  |  |  | DR | NF | 0.0 | 386117 | 872905 | 1008960 |
| 70 | NY | 2116 | CENTRO OF CAYUGA | MB | NF | 0.0 | 173569 | 0 | 297280 |
| 70 | NY | 2115 | CENTRO OF OSWEGO | MB | NF | 0.0 | 20970 | 0 | 48794 |
| 70 | NY | 2118 | ONONDAGA COUNTY | MB | NF | 0.0 | 940292 | 9669241 | 684486 |
| 71 | CA | 9035 | SO COAST AREA TR-VENTURA | MB | NF | 0.0 | 1027142 | 8866856 | 3081432 |
| 72 | MI | 5033 | GRAND RAPIDS TA | MB | NF | 0.0 | 2300166 | 14910584 | 5979456 |
|  |  |  |  | DR | NF | 0.0 | 632782 | 790637 | 509172 |
| 73 | CT | 1055 | CONN. TRANSIT-NEW HAVEN | MB | NF | 0.0 | 3581090 | 41328000 | 11881713 |
| 73 | CT | 1049 | GRTR NEW HAVEN TRANS DST | DR | NF | 0.0 | 263707 | 211977 | 614753 |
| 73 | CT | 2106 | NEW HAVEN | CR | FG | 25.1 | 1416325 | 76460881 | 15914207 |
| 74 | NC | 4008 | CHARLOTTE TS | MB | NF | 0.0 | 2933379 | 30337377 | 8167325 |
| 75 | LA | 6022 | BATON ROUGE-CTC | MB | NF | 0.0 | 1717353 | 19955403 | 3725179 |
|  |  |  |  | DR | NF | 0.0 | 176567 | 272068 | 312573 |
| 76 | MI | 5032 | MASS TRANSIT AUTH-FLINT | MB | NF | 0.0 | 1759130 | 13808928 | 4794043 |
|  |  |  |  | DR | NF | 0.0 | 189035 | 208209 | 443031 |
| 77 | CA | 9027 | FRESNO TRANSIT SYSTEM | MB | NF | 0.0 | 3079000 | 25132000 | 8961018 |
|  |  |  |  | DR | NF | 0.0 | 220227 | 170786 | 289248 |
| 78 | VA | 3059 | HAMPTON-NEWPORT NEWS | VP | NF | 0.0 | Q | Q | 63809 |
| 78 | VA | 3004 | PENTRAN-HAMPTON | MB | NF | 0.0 | 1769368 | 25597611 | 5411528 |
|  |  |  |  | DR | NF | 0.0 | 96677 | 142576 | 112375 |
| 79 | SC | 4061 | SC ELEC & GAS CO. | MB | NF | 0.0 | Q | 22206564 | 2696818 |
| 81 | KS | 7015 | WICHITA MTA | MB | NF | 0.0 | 1847360 | Q | 3685043 |
|  |  |  |  | DR | NF | 0.0 | 142800 | Q | 266653 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 82 | FL | 4026 | MANATEE COUNTY TRANSIT | MB | NF | 0.0 | 618210 | 5803724 | 1102996 |
| | | | | DR | NF | 0.0 | 283630 | 511036 | 489552 |
| 82 | FL | 4046 | SARASOTA COUNTY TRANSIT | MB | NF | 0.0 | 797837 | 6964285 | 1342090 |
| 83 | TN | 4001 | CHATTANOOGA AREA RTA | MB | NF | 0.0 | 1609965 | 9977538 | 4093357 |
| | | | | IP | FG | 2.0 | 18822 | 300132 | 700555 |
| | | | | VP | NF | 0.0 | 62730 | 510000 | 15660 |
| | | | | DR | NF | 0.0 | 141751 | Q | 107064 |
| 84 | AL | 4043 | MOBILE TRANSIT AUTHORITY | MB | NF | 0.0 | 1403800 | 11400299 | 3163293 |
| | | | | DR | NF | 0.0 | 49712 | 49712 | 77786 |
| 85 | AR | 6033 | CENT AR TRAN-LITTLE ROCK | MB | NF | 0.0 | 1793459 | Q | 3733911 |
| 86 | IA | 7007 | BETTENDORF MTS | MB | NF | 0.0 | 193270 | 716126 | 241636 |
| | | | | DR | NF | 0.0 | 46715 | 49126 | 52774 |
| 86 | IA | 7009 | DAVENPORT DOT | MB | NF | 0.0 | 937884 | 4704000 | 2366287 |
| | | | | DR | NF | 0.0 | 64894 | 140049 | 85902 |
| 86 | IL | 5057 | ROCK ISLAND METRO MTD | MB | NF | 0.0 | 1220054 | 8526958 | 3029650 |
| 87 | TN | 4002 | KNOXVILLE TRANSIT | MB | NF | 0.0 | 1732538 | Q | 4679277 |
| | | | | DR | NF | 0.0 | 143412 | 165122 | 302540 |
| 88 | PA | 3014 | HARRISBURG-CAP. AREA TA | MB | FG | 1.0 | 13919 | 156946 | 39161 |
| | | | | MB | NF | 0.0 | 1668845 | 18830444 | 4998234 |
| | | | | DR | NF | 0.0 | 20760 | 21832 | 60300 |
| 89 | CO | 8005 | COLORADO SPRINGS TRANS | MB | NF | 0.0 | 1785908 | 13412160 | 3665348 |
| | | | | DR | NF | 0.0 | 646482 | 2308300 | 643682 |
| 90 | MA | 1090 | CARAVAN-WORCESTER | VP | NF | 0.0 | 79659 | 1114594 | 22204 |
| 90 | MA | 1014 | WORCESTER RTA | MB | NF | 0.0 | 1985576 | 13116253 | 5842913 |
| | | | | DR | NF | 0.0 | 367744 | 588652 | 589217 |
| 91 | IA | 7010 | DES MOINES MTA | MB | NF | 0.0 | 2060631 | 11156668 | 6187778 |
| | | | | DR | NF | 0.0 | 423273 | 1354372 | 789865 |
| 92 | WA | 0002 | SPOKANE TRANSIT | MB | NF | 0.0 | 4549539 | 37186523 | 12449400 |
| | | | | VP | NF | 0.0 | 127686 | 1276860 | 69098 |
| | | | | DR | NF | 0.0 | 597696 | 931972 | 1051479 |

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIRECTIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 93 | MS | 4015 | CITY OF JACKSON TRANSIT | MB | NF | 0.0 | 954131 | 7878377 | 2290882 |
| | | | | DR | NF | 0.0 | 188407 | 419566 | 323687 |
| 94 | LA | 6024 | SHREVEPORT TRANSIT | MB | NF | 0.0 | 1889917 | Q | 4404573 |
| | | | | DR | NF | 0.0 | Q | Q | 83949 |
| 95 | IL | 5056 | GREATER PEORIA MTD | MB | NF | 0.0 | 1548901 | 1602743 | 4201616 |
| | | | | DR | NF | 0.0 | 247000 | 327675 | 381736 |
| 95 | IL | 5065 | PEKIN MINIBUS SERVICE | MB | NF | 0.0 | 90365 | 151760 | 177236 |
| 96 | NJ | 2983 | NJT - TRENTON | CR | FG | 15.2 | 627244 | 6525910 | 2364570 |
| 97 | MI | 5036 | CAPITAL AREA TA | MB | NF | 0.0 | 1760074 | 16182308 | 6210057 |
| | | | | DR | NF | 0.0 | 165232 | 198461 | 499215 |
| 98 | GA | 4023 | AUGUSTA TRANSIT | MB | NF | 0.0 | 832929 | Q | 1748552 |
| | | | | DR | NF | 0.0 | 16535 | 14412 | 113939 |
| 99 | TX | 6003 | CORPUS CHRISTI TRANSIT | MB | NF | 0.0 | 1075575 | 5500418 | 2689113 |
| | | | | DR | NF | 0.0 | 247904 | 119752 | 329569 |
| 100 | OH | 5011 | CANTON RTA | MB | NF | 0.0 | 1096985 | 5727565 | 3935947 |
| 101 | IN | 5044 | FORT WAYNE PUBLIC TR CO | MB | FG | 0.4 | 13171 | 59656 | 42792 |
| | | | | MB | NF | 0.0 | 1303937 | 5905974 | 4211201 |
| 102 | SC | 4053 | GREENVILLE TRANS AUTH | MB | NF | 0.0 | 760982 | Q | 1207926 |
| | | | | DR | NF | 0.0 | 139854 | 205904 | 199065 |
| 103 | IN | 5052 | SOUTH BEND PUBLIC TR CO | MB | FG | 0.1 | 1065 | 7015 | 2779 |
| | | | | MB | NF | 0.0 | 1726959 | 11683741 | 4628098 |
| | | | | DR | NF | 0.0 | 137337 | 163963 | 175775 |
| 103 | MI | 5038 | NILES DIAL-A-RIDE | DR | NF | 0.0 | 197815 | 201188 | 292426 |
| 104 | OH | 5095 | LORAIN CO TRANSIT BOARD | DR | NF | 0.0 | 219150 | 220620 | 148498 |
| 105 | CA | 9004 | GOLDEN EMPIRE TRANSIT | MB | NF | 0.0 | 1563206 | Q | 3345352 |
| | | | | DR | NF | 0.0 | 167322 | Q | 242279 |
| 106 | FL | 4038 | ESCAMBIA TRANSIT SYSTEM | MB | NF | 0.0 | 838745 | 5757872 | 1906028 |
| 107 | NC | 4009 | FAYETTEVILLE AREA TS | MB | NF | 0.0 | 551188 | 3598935 | 1276582 |
| 108 | GA | 4024 | METRA-COLUMBUS | MB | NF | 0.0 | 1506046 | 7785494 | 2250573 |
| | | | | DR | NF | 0.0 | 2509 | 1364 | 7604 |

TABLE 4.01 as of 06/02/86 — continued

**DATA USED FOR SECION 9 APPORTIONMENTS**

**Fiscal year ending between 01/01/84 and 12/31/84**

| UZA | STATE | ID | REPORTING AGENCY | MODE | TYPE | FIXED GUIDE-WAY DIREC-TIONAL ROUTE MILES | VEHICLE REVENUE MILES | PASSENGER MILES | OPERATING COST |
|---|---|---|---|---|---|---|---|---|---|
| 109 | WI | 5005 | MADISON METRO | MB | FG | 5.7 | 64126 | 687879 | 215221 |
| | | | | MB | NF | 0.0 | 3963468 | 42515741 | 13302143 |
| | | | | DR | NF | 0.0 | 327965 | 531388 | 1233004 |
| 110 | FL | 4033 | BREVARD TA-MELBOURNE | MB | NF | 0.0 | 0 | 0 | 0 |
| | | | | DR | NF | 0.0 | 0 | 0 | 0 |
| 110 | FL | 4048 | MERRITT ISLAND-CATS | DR | NF | 0.0 | 524466 | 2901073 | 1158796 |
| 111 | MA | 1091 | MERRIMACK VALLEY | CR | FG | 29.3 | 281118 | 2206375 | 1804621 |
| 111 | MA | 1013 | MERRIMACK VALLEY RTA | MB | NF | 0.0 | 679733 | 11004794 | 2291555 |
| | | | | DR | NF | 0.0 | 379189 | 380899 | 593263 |
| 112 | MI | 5040 | ANN ARBOR TA | MB | NF | 0.0 | 1602807 | 13335821 | 5358446 |
| | | | | DR | NF | 0.0 | 418284 | 368715 | 1366010 |
| 113 | NC | 4007 | CITY OF RALEIGH TS | MB | NF | 0.0 | 1432695 | 10013874 | 3122924 |
| 114 | UT | 8015 | UTAH TRANSIT-OGDEN SERV | MB | NF | 0.0 | 2611666 | 17814304 | 5498509 |
| | | | | DR | NF | 0.0 | 169784 | 217343 | 56518 |
| 115 | IL | 5055 | LOVES PARK TRANSIT | MB | NF | 0.0 | 144890 | 999371 | 269566 |
| | | | | DR | NF | 0.0 | 12240 | 12909 | 21988 |
| 115 | IL | 5058 | ROCKFORD MTD | MB | NF | 0.0 | 924530 | 8228205 | 2943054 |
| | | | | DR | NF | 0.0 | 168412 | 234000 | 324569 |
| 120 | CT | 2102 | STAMFORD | CR | FG | 25.0 | 1416324 | 76460880 | 15914207 |
| 139 | CT | 2104 | WATERBURY | CR | FG | 25.1 | 1416325 | 76460881 | 15914207 |
| 189 | CT | 2101 | NORWALK | CR | FG | 25.1 | 1416325 | 76460881 | 15914207 |
| 210 | CT | 2103 | DANBURY | CR | FG | 25.1 | 1416325 | 76460880 | 15914207 |
| 400 | PR | 2001 | MBA-HATO REY (PR) | MB | FG | 11.2 | 1896396 | 29913893 | 5103066 |
| | | | | MB | NF | 0.0 | 8125912 | 117462898 | 28760296 |
| | | | | FB | FG | 1.2 | 39053 | 2735323 | 25642004 |

# APPENDIX A

## LIST OF TRANSIT SYSTEMS SORTED ALPHABETICALLY BY STATE

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 0012 | Anchorage-People Mover | AK | 134 | 170 | 12/31 | R | D | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| | Anchorage | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Strange, Thomas R | | | | | | ALL | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| | (907) 264-6675 | | | | | | | | | | | | | | | | |
| 4042 | Brmnghm-Jeffrson Cnty TA | AL | 42 | 606 | 09/30 | B | D | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| | Birmingham | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| | Calvert, Barbara H. | | | | | | ALL | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 100 |
| | (205) 322-7701 | | | | | | | | | | | | | | | | |
| 4049 | Gadsden Dial-a-Ride | AL | 258 | 75 | 09/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Gadsden | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Carr, Ronald L. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | (205) 543-9870 | | | | | | | | | | | | | | | | |
| 4043 | Mobile TA | AL | 84 | 295 | 09/30 | C | D | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 36 |
| | Mobile | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cook, Gregory E | | | | | | ALL | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 36 |
| | (205) 344-6600 | | | | | | | | | | | | | | | | |
| 4044 | Montgomery Area TS | AL | 117 | 197 | 09/30 | R | D | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 |
| | Montgomery | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lane, Dala T. | | | | | | ALL | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 |
| | (205) 241-2026 | | | | | | | | | | | | | | | | |
| 6033 | Little Rock-Metroplan | AR | 85 | 295 | 12/31 | C | D | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | Little Rock | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Reynolds, Helen H. | | | | | | ALL | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | (501) 378-0361 | | | | | | | | | | | | | | | | |
| 9032 | City of Phoenix TS | AZ | 19 | 1409 | 06/30 | B | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Phoenix | | | | | | P | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 132 |
| | Villaverde, Al | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 132 |
| | (602) 262-7242 | | | | | | | | | | | | | | | | |
| 9033 | City of Tuscon MTS | AZ | 59 | 450 | 06/30 | R | D | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 135 |
| | Tucson | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 34 |
| | Greaber, Thomas C. | | | | | | ALL | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 169 |
| | (602) 791-4561 | | | | | | | | | | | | | | | | |
| 9034 | Glendale Dial-A-Ride | AZ | 19 | 1409 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| | Glendale | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gonzales, Antonia P. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| | (602) 931-5432 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

### APPENDIX A as of 11/30/85 – continued

### TRANSIT SYSTEM IDENTIFICATION

### Fiscal year ending between 01/01/84 and 12/31/84

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9124 | Phoenix Transit System | AZ | 19 | 1409 | 06/30 | B | D | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| | Phoenix | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Villaverde, AL | | | | | | ALL | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 |
| | (602) 262-7242 | | | | | | | | | | | | | | | | |
| 9014 | Alameda-Contra Costa TD | CA | 6 | 3191 | 06/30 | A | D | 720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 720 |
| | Oakland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Quinn, Michael F. | | | | | | ALL | 720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 720 |
| | (415) 891-4768 | | | | | | | | | | | | | | | | |
| 9044 | Arcadia Dial-A-Ride | CA | 2 | 9479 | 06/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Arcadia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | Bocian, Steven R. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | (818) 574-5402 | | | | | | | | | | | | | | | | |
| 9004 | Bakrsfld-Golden Empire TD | CA | 105 | 222 | 06/30 | C | D | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| | Bakersfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Lueth, Robert H. | | | | | | ALL | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 |
| | (805) 324-9874 | | | | | | | | | | | | | | | | |
| 9084 | Caltrans/Los Angeles | CA | 2 | 9479 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sacramento | | | | | | P | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 |
| | Rae, James W | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 |
| | (916) 322-1413 | | | | | | | | | | | | | | | | |
| 9085 | Caltrans/San Diego | CA | 16 | 1704 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sacramento | | | | | | P | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 |
| | Rae, James W. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 |
| | (916) 322-1413 | | | | | | | | | | | | | | | | |
| 9078 | Central Contra Costa TS | CA | 6 | 3191 | 06/30 | R | D | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| | Walnut Creek | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Higley, Edward P. | | | | | | ALL | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| | (415) 930-8999 | | | | | | | | | | | | | | | | |
| 9043 | City of Commerce | CA | 2 | 9479 | 06/30 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| | Commerce | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mitsuuchi, John | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| | (213) 722-4805 | | | | | | | | | | | | | | | | |
| 9113 | City of El Cerrito | CA | 6 | 3191 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | El Cerrito | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Calvert, Patricia L. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | (415) 235-3563 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9092 | City of Fairfield | CA | 271 | 69 | 06/30 | R | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| | Fairfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Haynes, Anita | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| | (707) 426-5500 | | | | | | | | | | | | | | | | |
| 9050 | City of Simi Valley TS | CA | 150 | 150 | 06/30 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | Simi Valley | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Statler, William C. | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | (805) 583-6725 | | | | | | | | | | | | | | | | |
| 9010 | City of Torrance TS | CA | 2 | 9479 | 06/30 | C | D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 30 |
| | Torrance | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sharpless, Marguerite M. | | | | | | ALL | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 30 |
| | (213) 618-5853 | | | | | | | | | | | | | | | | |
| 9091 | City of Visalia | CA | 311 | 59 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Visalia | | | | | | P | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 |
| | Wall, Mark A. | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 |
| | (209) 625-6305 | | | | | | | | | | | | | | | | |
| 9039 | Culver Cty Muni Bus Lines | CA | 2 | 9479 | 06/30 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | Culver City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Zierten, Mark R. | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | (213) 202-5712 | | | | | | | | | | | | | | | | |
| 9027 | Fresno TS | CA | 77 | 332 | 06/30 | R | D | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 76 |
| | Fresno | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Misumi, Carolyn | | | | | | ALL | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 76 |
| | (209) 488-1431 | | | | | | | | | | | | | | | | |
| 9042 | Gardena-Municipal Bus | CA | 2 | 9479 | 06/30 | R | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 40 |
| | Gardena | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Kuriyama, Edna M. | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 40 |
| | (213) 327-0220 | | | | | | | | | | | | | | | | |
| 9024 | La Mirada Dial-A-Ride | CA | 2 | 9479 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | La Mirada | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Robinson, Tom | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | (213) 943-0131 | | | | | | | | | | | | | | | | |
| 9119 | Laguna Beach Muni Transit | CA | 2 | 9479 | 06/30 | R | D | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Laguna Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Brandt, Terry | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | (714) 497-3311 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 -- continued

**TRANSIT SYSTEM IDENTIFICATION**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9023 | Long Beach PTC | CA | 2 | 9479 | 06/30 | B | D | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| | Long Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 |
| | Wollemberg, Robert E. | | | | | | ALL | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 146 |
| | (213) 591-8753 | | | | | | | | | | | | | | | | |
| 9077 | Los Angeles Cnty Trans Co | CA | 2 | 9479 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Los Angeles | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 |
| | Maekawa, Raymond K. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 |
| | (213) 626-0370 | | | | | | | | | | | | | | | | |
| 9021 | Los Angeles-SCRTD | CA | 2 | 9479 | 06/30 | R | D | 2088 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2088 |
| | Los Angeles | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Scatchard, Joe B. | | | | | | ALL | 2088 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2088 |
| | (213) 972-6581 | | | | | | | | | | | | | | | | |
| 9007 | Modesto Intracity Transit | CA | 140 | 160 | 06/30 | C | D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | Modesto | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Parker, Laura | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 29 |
| | (209) 577-5378 | | | | | | | | | | | | | | | | |
| 9041 | Montebello Muni Bus lines | CA | 2 | 9479 | 06/30 | R | D | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 31 |
| | Montebello | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dong, Dave | | | | | | ALL | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 31 |
| | (213) 725-1200 | | | | | | | | | | | | | | | | |
| 9062 | Monterey-Salinas Transit | CA | 180 | 115 | 06/30 | R | D | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | Monterey | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fincke, Edwin A. | | | | | | ALL | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | (408) 899-2557 | | | | | | | | | | | | | | | | |
| 9030 | N San Diego Transit Dev | CA | 16 | 1704 | 06/30 | B | D | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| | Oceanside | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | Shives, Dennis D. | | | | | | ALL | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 92 |
| | (619) 433-8202 | | | | | | | | | | | | | | | | |
| 9088 | Napa City Bus | CA | 310 | 59 | 06/30 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Napa | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lindblad, John W. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | (707) 252-7711 | | | | | | | | | | | | | | | | |
| 9022 | Norwalk TS | CA | 2 | 9479 | 06/30 | R | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 |
| | Norwalk | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | O'Brien, William J | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 |
| | (213) 929-2677 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9036 | Orange County TD | CA | 2 | 9479 | 06/30 | A | D | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| | Garden Grove | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 86 |
| | Busse, Arthur W. | | | | | | ALL | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 413 |
| | (714) 971-6353 | | | | | | | | | | | | | | | | |
| 9035 | Oxnard-S Coast Area Tran | CA | 71 | 378 | 06/30 | R | D | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | Oxnard | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Chambers, Melvin L. | | | | | | ALL | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | (805) 483-3959 | | | | | | | | | | | | | | | | |
| 9079 | Palm Springs-Sunline TA | CA | 278 | 66 | 06/30 | R | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 |
| | Palm Springs | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Watt, Jeffrey | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 24 |
| | (619) 323-4258 | | | | | | | | | | | | | | | | |
| 9063 | Redondo Beach-DAR | CA | 2 | 9479 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Redondo Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Matusa, Paula J. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | (213) 372-1171 | | | | | | | | | | | | | | | | |
| 9086 | Riverside Specl Trans Svc | CA | 39 | 705 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | Riverside | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wariner, Helen E. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | (714) 787-7295 | | | | | | | | | | | | | | | | |
| 9031 | Riverside Transit Agency | CA | 39 | 705 | 06/30 | R | D | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| | Riverside | | | | | | P | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 35 |
| | McCaughey, Stephen H. | | | | | | ALL | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 71 |
| | (714) 684-0850 | | | | | | | | | | | | | | | | |
| 9019 | Sacramento RTD | CA | 34 | 796 | 06/30 | B | D | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| | Sacramento | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Belt, Errol G. | | | | | | ALL | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| | (916) 321-2942 | | | | | | | | | | | | | | | | |
| 9055 | Salinas-Cnty of Monterey | CA | 236 | 83 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Salinas | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Greenwalt, DeEtta | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | (408) 424-0991 | | | | | | | | | | | | | | | | |
| 9029 | San Bernardino-Omnitrans | CA | 39 | 705 | 06/30 | R | D | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| | San Bernadino | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 65 |
| | Teichert, Richard A. | | | | | | ALL | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 130 |
| | (714) 889-0811 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9095 | San Diego Reg Trans Serv | CA | 16 | 1704 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | San Diego | | | | | | P | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 98 |
| | Vance, Stephan M. | | | | | | ALL | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 98 |
| | (619) 236-5324 | | | | | | | | | | | | | | | | |
| 9026 | San Diego TS | CA | 16 | 1704 | 06/30 | A | D | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| | San Diego | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| | Telfer, Clifford J. | | | | | | ALL | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 209 |
| | (619) 238-0100 | | | | | | | | | | | | | | | | |
| 9054 | San Diego Trolley | CA | 16 | 1704 | 06/30 | R | D | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | San Diego | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Miller, Randy J. | | | | | | ALL | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | (619) 239-6051 | | | | | | | | | | | | | | | | |
| 9016 | San Fran-Golden Gate TD | CA | 6 | 3191 | 06/30 | R | D | 225 | 0 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 244 |
| | San Francisco | | | | | | P | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Fugle, Robert L. | | | | | | ALL | 243 | 0 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 262 |
| | (415) 921-5858 | | | | | | | | | | | | | | | | |
| 9003 | San Francisco-BART | CA | 6 | 3191 | 06/30 | A | D | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| | Oakland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sarlas, Constantine | | | | | | ALL | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| | (415) 464-6929 | | | | | | | | | | | | | | | | |
| 9075 | San Francisco-Caltrans | CA | 6 | 3191 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | San Francisco | | | | | | P | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 97 |
| | Schatmeier, Eric B. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 97 |
| | (415) 557-9029 | | | | | | | | | | | | | | | | |
| 9082 | San Francisco-MTC-Rides | CA | 6 | 3191 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | San Francisco | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 134 |
| | Harris, Frank B. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 134 |
| | (415) 861-7665 | | | | | | | | | | | | | | | | |
| 9015 | San Francisco-MUNI | CA | 6 | 3191 | 06/30 | R | D | 390 | 0 | 92 | 278 | 0 | 0 | 0 | 0 | 26 | 786 |
| | San Francisco | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 70 |
| | Zavala, Richard | | | | | | ALL | 390 | 0 | 92 | 278 | 0 | 0 | 0 | 70 | 26 | 856 |
| | (415) 558-2075 | | | | | | | | | | | | | | | | |
| 9083 | San Jose-MTC-Rides | CA | 22 | 1244 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | San Francisco | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 |
| | Harris, Frank B. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 |
| | (415) 861-7665 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9009 | San Mateo County District | CA | 6 | 3191 | 06/30 | R | D | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 263 |
| | Burlingame | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dey, Magda | | | | | | ALL | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 263 |
| | (415) 340-6212 | | | | | | | | | | | | | | | | |
| 9020 | Santa Barbara MTD | CA | 150 | 150 | 06/30 | C | D | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| | Santa Barbara | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Loew, Brian | | | | | | ALL | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| | (805) 963-3364 | | | | | | | | | | | | | | | | |
| 9013 | Santa Clara County TD | CA | 22 | 1244 | 06/30 | A | D | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| | San Jose | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mahin, Donna | | | | | | ALL | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| | (408) 299-3713 | | | | | | | | | | | | | | | | |
| 9006 | Santa Cruz MTD | CA | 174 | 123 | 06/30 | R | D | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| | Santa Cruz | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hicklin, Kent | | | | | | ALL | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| | (408) 426-6080 | | | | | | | | | | | | | | | | |
| 9087 | Santa Maria Area Transit | CA | 321 | 57 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Santa Maria | | | | | | P | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| | Diaz, Lee A. | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| | (805) 925-0951 | | | | | | | | | | | | | | | | |
| 9008 | Santa Monica Muni Bus | CA | 2 | 9479 | 06/30 | B | D | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| | Santa Monica | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hutchison, John | | | | | | ALL | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| | (213) 458-1975 | | | | | | | | | | | | | | | | |
| 9017 | Santa Rosa Muni Transit | CA | 160 | 137 | 06/30 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Santa Rosa | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Winkler, Anita | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 16 |
| | (707) 576-5121 | | | | | | | | | | | | | | | | |
| 9089 | Sonoma County Transit | CA | 160 | 137 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Santa Rosa | | | | | | P | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Knight, David D. | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | (707) 585-7516 | | | | | | | | | | | | | | | | |
| 9012 | Stockton MTD | CA | 116 | 197 | 06/30 | R | D | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 50 |
| | Stockton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Neva, LeRoy E. | | | | | | ALL | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 50 |
| | (209) 948-5566 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 9028 | Vallejo Transit | CA | 6 | 3191 | 06/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Vallejo | | | | | | P | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 25 |
| | Belchamber, Pamela J. | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 25 |
| | (707) 648-4306 | | | | | | | | | | | | | | | | |
| 9090 | Woodland-Yolobus | CA | 34 | 796 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Woodland | | | | | | P | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Bassett, Terry V. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | (916) 666-8775 | | | | | | | | | | | | | | | | |
| 9061 | Yuba City-Hub Area TAu | CA | 300 | 61 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Yuba City | | | | | | P | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 15 |
| | Brown, James E. | | | | | | ALL | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 15 |
| | (916) 674-7882 | | | | | | | | | | | | | | | | |
| 8010 | City of Greeley | CO | 296 | 62 | 12/31 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| | Greeley | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bobinsky, Mike J. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| | (303) 353-6123 | | | | | | | | | | | | | | | | |
| 8005 | Colorado Springs Transit | CO | 89 | 277 | 12/31 | C | D | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | Colorado Springs | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 |
| | Howell, Delmore | | | | | | ALL | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 61 |
| | (303) 475-0635 | | | | | | | | | | | | | | | | |
| 8006 | Denver-RTD | CO | 21 | 1352 | 12/31 | A | D | 613 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 613 |
| | Denver | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | Morris, Peg A. | | | | | | ALL | 613 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 614 |
| | (303) 573-2230 | | | | | | | | | | | | | | | | |
| 8011 | Fort Collins-Transport | CO | 248 | 78 | 12/31 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Fort Collins | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schneiger, John | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | (303) 221-6615 | | | | | | | | | | | | | | | | |
| 8007 | Pueblo Transportation Co | CO | 185 | 109 | 12/31 | C | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21 |
| | Pueblo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bastin, Harold E. | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 21 |
| | (303) 545-5840 | | | | | | | | | | | | | | | | |
| 1051 | Danbury-Housatonic ART | CT | 210 | 95 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Danbury | | | | | | P | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 |
| | Garling, Timothy S | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 |
| | (203) 744-4070 | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 1042 | Derby-Valley Transit | CT | 63 | 411 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | Derby | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ferrigno, Joseph A. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | (203) 735-6400 | | | | | | | | | | | | | | | | |
| 1049 | Gr New Haven Transit | CT | 73 | 368 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | New Haven | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | Scanlon, Micport TD | CT | 63 | 411 | 06/30 | R | D | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| | Bridgeport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| | Carroll, James R. | | | | | | ALL | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 55 |
| | (203) 366-7070 | | | | | | | | | | | | | | | | |
| 1017 | Greater Hartford TD | CT | 52 | 510 | 06/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 |
| | Hartford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | Bittner, Victoria M. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 66 |
| | (203) 521-7600 | | | | | | | | | | | | | | | | |
| 1048 | Hartford-Conn Transit | CT | 52 | 510 | 06/30 | B | D | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| | Hartford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schaffhauser, Lloyd | | | | | | ALL | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| | (203) 522-8101 | | | | | | | | | | | | | | | | |
| 1060 | Milford TD | CT | 63 | 411 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Milford | | | | | | P | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| | Jadach, Henry D | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| | (203) 783-3258 | | | | | | | | | | | | | | | | |
| 1047 | New Britain Trans | CT | 162 | 136 | 12/31 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Berlin | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Agostini, Donald J. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | (203) 828-0511 | | | | | | | | | | | | | | | | |
| 1052 | New Britain Trans/Bristol | CT | 162 | 136 | 12/31 | R | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Berlin | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Agostini, Donald J. | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | (203) 828-0511 | | | | | | | | | | | | | | | | |
| 1045 | New Britain-Dattco, Inc | CT | 162 | 136 | 12/31 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | New Britain | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Devivo, Louis A. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (203) 229-4878 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 1055 | New Haven-Conn Transit | CT | 73 | 368 | 06/30 | B | D | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| | Hartford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schaffhauser, Lloyd | | | | | | ALL | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| | (203) 522-8101 | | | | | | | | | | | | | | | | |
| 1057 | Norwalk TD | CT | 189 | 108 | 06/30 | R | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Norwalk | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | Lane, Evelyn | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 32 |
| | (203) 853-3338 | | | | | | | | | | | | | | | | |
| 1040 | Norwich-Southeast Area | CT | 152 | 149 | 06/30 | C | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Norwich | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Perkins, Melinda K. | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | (203) 886-2631 | | | | | | | | | | | | | | | | |
| 1056 | Stamford-Conn Transit | CT | 120 | 183 | 06/30 | B | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Hartford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schaffhauser, Lloyd | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | (203) 522-8101 | | | | | | | | | | | | | | | | |
| 1068 | Waterbury-Northeast Trans | CT | 139 | 160 | 12/31 | R | D | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| | Waterbury | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Filippone, Harry W. | | | | | | ALL | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| | (203) 753-2538 | | | | | | | | | | | | | | | | |
| 1041 | Westport TD | CT | 189 | 108 | 06/30 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| | Westport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Goodman, Samuel M. | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| | (203) 226-0422 | | | | | | | | | | | | | | | | |
| 3030 | Washington, D.C.-WMATA | DC | 7 | 2763 | 06/30 | R | D | 1435 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1699 |
| | Washington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ankers, Robert G. | | | | | | ALL | 1435 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1699 |
| | (202) 637-1603 | | | | | | | | | | | | | | | | |
| 3047 | Dover-Delaware TA | DE | 65 | 406 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dover | | | | | | P | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Dittmeier, John M. | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | (302) 736-3262 | | | | | | | | | | | | | | | | |
| 3032 | Dover-Delware Adm Spec Tr | DE | 65 | 406 | 06/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 |
| | Dover | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| | Speicher, Bonnie R. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 36 |
| | (302) 736-3278 | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 3031 | Wilmington-DART | DE | 65 | 406 | 06/30 | R | D | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| | Wwilmington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Comollo, Robert M. | | | | | | ALL | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| | (302) 658-8960 | | | | | | | | | | | | | | | | |
| 4026 | Bradenton-Manatee Cnty Tr | FL | 82 | 305 | 09/30 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 30 |
| | Bradenton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hofmann, Robert G. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 30 |
| | (813) 748-4501 | | | | | | | | | | | | | | | | |
| 4038 | Escambia County TSys | FL | 106 | 216 | 09/30 | R | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Pensacola | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Blandine, Robert E. | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | (904) 436-9392 | | | | | | | | | | | | | | | | |
| 4028 | Fort Myers-Lee County TS | FL | 158 | 141 | 09/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Fort Myers | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hanna, Lorraine R. | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | (813) 939-1312 | | | | | | | | | | | | | | | | |
| 4029 | Ft Lauderdale-Browrd Cnty | FL | 28 | 1009 | 09/30 | B | D | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| | Pompano Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Snipes, Violet W. | | | | | | ALL | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 198 |
| | (305) 357-8304 | | | | | | | | | | | | | | | | |
| 4030 | Gainesville-RTS | FL | 198 | 104 | 09/30 | R | D | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 35 |
| | Gainsville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pritchard, Mark I. | | | | | | ALL | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 35 |
| | (904) 377-4196 | | | | | | | | | | | | | | | | |
| 4041 | Hillborough Area RTA | FL | 48 | 521 | 09/30 | B | D | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| | Tampa | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Meader, Neal J. | | | | | | ALL | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| | (813) 623-5835 | | | | | | | | | | | | | | | | |
| 4040 | Jacksonville TA | FL | 44 | 598 | 09/30 | B | D | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 183 |
| | Jacksonville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Llamado, Aurora E. | | | | | | ALL | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 183 |
| | (904) 633-2643 | | | | | | | | | | | | | | | | |
| 4031 | Lakeland Area MTD | FL | 181 | 114 | 09/30 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Lakeland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Githens, Steven W. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | (813) 688-7433 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

**TRANSIT SYSTEM IDENTIFICATION**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 4048 | Merritt Is-Consol Agency | FL | 110 | 213 | 09/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | Merritt Island | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Carpenter, Richard D. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 28 |
| | (305) 453-9512 | | | | | | | | | | | | | | | | |
| 4034 | Miami-Dade Cnty TA | FL | 18 | 1608 | 09/30 | R | D | 428 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 468 |
| | Miami | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 102 |
| | Furney, Jack Rr. | | | | | | ALL | 428 | 40 | 0 | 0 | 0 | 0 | 0 | 102 | 0 | 570 |
| | (305) 638-7430 | | | | | | | | | | | | | | | | |
| 4035 | Orlando TCT | FL | 47 | 577 | 09/30 | C | D | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| | Orlando | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Boutwell, John | | | | | | ALL | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 72 |
| | (305) 841-2279 | | | | | | | | | | | | | | | | |
| 4027 | Pinellas Suncoast TA | FL | 33 | 833 | 09/30 | B | D | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 65 |
| | Clearwater | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hardiman, Patricia C. | | | | | | ALL | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 65 |
| | (813) 530-9921 | | | | | | | | | | | | | | | | |
| 4032 | S Daytona-E Volusia TA | FL | 132 | 171 | 09/30 | R | D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 27 |
| | South Daytona | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Allen, Thomas S. | | | | | | ALL | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 27 |
| | (904) 761-7600 | | | | | | | | | | | | | | | | |
| 4046 | Sarasota Cnty Area Trans | FL | 82 | 305 | 09/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Sarasota | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Goodwill, Jay A. | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | (813) 922-0702 | | | | | | | | | | | | | | | | |
| 4050 | Smyrna TS | FL | 132 | 171 | 09/30 | R | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | New Smyrna Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hagood, John E. | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | (904) 427-4166 | | | | | | | | | | | | | | | | |
| 4039 | St. Petersburg MuTSys | FL | 33 | 833 | 09/30 | R | D | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 59 |
| | St. Petersburg | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Scott, Bradley H. | | | | | | ALL | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 59 |
| | (813) 893-7978 | | | | | | | | | | | | | | | | |
| 4036 | Tallahassee-TALTRAN | FL | 177 | 119 | 09/30 | C | D | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 44 |
| | Tallahassee | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hart, Dinah R. | | | | | | ALL | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 44 |
| | (904) 576-5134 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 4037 | W Plm Bch-Florida Transit | FL | 56 | 487 | 09/30 | C | D | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| | West Palm Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cure, Irving A. | | | | | | ALL | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| | (305) 683-8783 | | | | | | | | | | | | | | | | |
| 4021 | Albany TS | GA | 225 | 89 | 06/30 | R | D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Albany | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Rushton, III, H. Nelson | | | | | | ALL | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| | (912) 883-3907 | | | | | | | | | | | | | | | | |
| 4047 | Athens TS | GA | 292 | 63 | 06/30 | R | D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Athens | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mooney, Jerry K. | | | | | | ALL | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | (404) 353-1444 | | | | | | | | | | | | | | | | |
| 4022 | Atlanta-MARTA | GA | 17 | 1613 | 06/30 | A | D | 664 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 742 |
| | Atlanta | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lee, Gordon K. | | | | | | ALL | 664 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 742 |
| | (404) 586-5060 | | | | | | | | | | | | | | | | |
| 4023 | Augusta TD | GA | 98 | 251 | 12/31 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Augusta | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | Rountree, Kenneth | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 26 |
| | (404) 828-6825 | | | | | | | | | | | | | | | | |
| 4024 | Columbus-METRA | GA | 108 | 215 | 06/30 | R | D | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 33 |
| | Columbus | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Moore, George E. | | | | | | ALL | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 33 |
| | (404) 5714882 | | | | | | | | | | | | | | | | |
| 4058 | Rome TD | GA | 355 | 51 | 12/31 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Rome | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Shealy, Kathy B | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | (404) 291-4760 | | | | | | | | | | | | | | | | |
| 4025 | Savannah TA | GA | 119 | 187 | 12/31 | C | D | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | Savannah | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Brown III, George A. | | | | | | ALL | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | (912) 233-5768 | | | | | | | | | | | | | | | | |
| 9002 | Honolulu DOT Service | HI | 46 | 582 | 06/30 | B | D | 372 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 |
| | Honolulu | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 44 |
| | Fujii, Walter | | | | | | ALL | 372 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 416 |
| | (808) 527 6033 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 7007 | Bettendorf TS | IA | 86 | 285 | 06/30 | C | D | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 |
| | Bettendorf | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Lake, Margaret W. | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 8 |
| | (319) 355-1685 | | | | | | | | | | | | | | | | |
| 7008 | Cedar Rapids Bus Depart | IA | 163 | 136 | 06/30 | C | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | Cedar Rapids | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Hoekstra, William R. | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 33 |
| | (319) 398-5367 | | | | | | | | | | | | | | | | |
| 7011 | City of Dubuque-Keyline | IA | 274 | 68 | 06/30 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Dubuque | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Kohler, William B. | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 22 |
| | (319) 583-9191 | | | | | | | | | | | | | | | | |
| 7018 | City of Iowa City Transit | IA | 308 | 59 | 09/30 | R | D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | Iowa | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | Davidson, Jeff R | | | | | | ALL | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 29 |
| | (319) 356-5253 | | | | | | | | | | | | | | | | |
| 7030 | Coralville Iowa Transit | IA | 308 | 59 | 09/30 | R | D | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Coralville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Davidson, Jeff R. | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| | (319) 356-5253 | | | | | | | | | | | | | | | | |
| 7009 | Davenport Public Transit | IA | 86 | 285 | 06/30 | C | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Davenport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Baxter, Byron L. | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 23 |
| | (319) 326-7781 | | | | | | | | | | | | | | | | |
| 7010 | Des Moines MTA | IA | 91 | 267 | 06/30 | R | D | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 90 |
| | Des Moines | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Davolt, Edward G. | | | | | | ALL | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 94 |
| | (515) 283-8111 | | | | | | | | | | | | | | | | |
| 7012 | Sioux City TS | IA | 208 | 97 | 06/30 | C | D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | Sioux City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | Dimick, Douglas R. | | | | | | ALL | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 26 |
| | (712) 279-6405 | | | | | | | | | | | | | | | | |
| 7019 | University of Iowa-Cambus | IA | 308 | 59 | 06/30 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| | Iowa City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Davidson, Jeff R. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| | (319) 356-5253 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 7013 | Waterloo-Black Hawk Cnty | IA | 176 | 120 | 06/30 | R | D | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | Waterloo Iowa | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 |
| | Aalbrecht, Peter T. | | | | | | ALL | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 40 |
| | (319) 234-5713 | | | | | | | | | | | | | | | | |
| 0011 | Boise-Urban Stages | ID | 165 | 135 | 09/30 | C | D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 27 |
| | Boise | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Leech, Linda J | | | | | | ALL | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 27 |
| | (208) 384-4495 | | | | | | | | | | | | | | | | |
| 0022 | Pocatello Urban Transit | ID | 337 | 53 | 12/31 | R | D | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 |
| | Pocatello | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Binggeli, Ronald D. | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 9 |
| | (208) 232-0111 | | | | | | | | | | | | | | | | |
| 5063 | Auarora Transit | IL | 141 | 159 | 12/31 | C | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Aurora | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cantlin, Roger W. | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | (312) 892-8811 | | | | | | | | | | | | | | | | |
| 5064 | Bensenville Dial A Bus | IL | 3 | 6780 | 04/30 | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Bensenville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Colton, Marj | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | (312) 766-8200 | | | | | | | | | | | | | | | | |
| 5047 | Bloomington-Public TS | IL | 237 | 82 | 06/30 | C | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 |
| | Bloomington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Baermann, John F. | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 |
| | (309) 828-9722 | | | | | | | | | | | | | | | | |
| 5060 | Champaign-Urbana MTD | IL | 186 | 109 | 06/30 | C | D | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | Urbana | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Burneson, Janet L. | | | | | | ALL | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | (217) 348-8188 | | | | | | | | | | | | | | | | |
| 5121 | Chicago & NW TrCo | IL | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 346 | 0 | 0 | 0 | 346 |
| | Chicago | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sweeney, J. Michael | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 346 | 0 | 0 | 0 | 346 |
| | (312) 836-6983 | | | | | | | | | | | | | | | | |
| 5122 | Chicago-Burlington North | IL | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 171 |
| | Chicago | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sweeney, J.Michael | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 171 |
| | (312) 836-6983 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5066 | Chicago-CTA | IL | 3 | 6780 | 12/29 | A | D | 1868 | 890 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 2798 |
| | Chicago | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wendorf, Virginia | | | | | | ALL | 1868 | 890 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 2798 |
| | (312) 664-7200 | | | | | | | | | | | | | | | | |
| 5118 | Chicago-Commuter Rail Bd | IL | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 242 |
| | Chicago | | | | | | P | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 54 |
| | Sweeney, J. Michael | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 296 | 0 | 0 | 0 | 296 |
| | (312) 836-6983 | | | | | | | | | | | | | | | | |
| 5120 | Chicago-Illinois Central | IL | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 0 | 0 | 159 |
| | Chicago | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sweeney, J. Michael | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 159 | 0 | 0 | 0 | 159 |
| | (312) 836-6983 | | | | | | | | | | | | | | | | |
| 5113 | Chicago-Suburban Bus Div | IL | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Chicago | | | | | | P | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 0 | 366 |
| | Miller, Bernard | | | | | | ALL | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 0 | 366 |
| | (312) 836-4165 | | | | | | | | | | | | | | | | |
| 5061 | Decatur Public TS | IL | 188 | 108 | 06/30 | R | D | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 23 |
| | Decatur | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Moats, Norma E. | | | | | | ALL | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 25 |
| | (217) 424-2814 | | | | | | | | | | | | | | | | |
| 5080 | Des Plaines-No Suburb TD | IL | 3 | 6780 | 12/31 | C | D | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| | Des Plaines | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gauss, Irva A. | | | | | | ALL | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| | (312) 297-0135 | | | | | | | | | | | | | | | | |
| 5068 | Elgin-DOT | IL | 192 | 107 | 12/31 | C | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Elgin | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Moller, Raymond H. | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | (312) 695-6500 | | | | | | | | | | | | | | | | |
| 5073 | Glen Ellyn Transit | IL | 3 | 6780 | 04/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Glen Ellyn | | | | | | P | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Liberty, Al | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (312) 469-7746 | | | | | | | | | | | | | | | | |
| 5056 | Greater Peoria Mass TD | IL | 95 | 261 | 12/31 | B | D | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| | Peoria | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | Klopfenstein, Janice M. | | | | | | ALL | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 51 |
| | (309)676-4040 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5074 | Highland Park Transit | IL | 3 | 6780 | 04/30 | C | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Highland Park | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fairman, David W. | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | (312) 432-0800 | | | | | | | | | | | | | | | | |
| 5075 | Joliet Mass TD | IL | 136 | 167 | 09/30 | C | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 41 |
| | Joliet | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lawson, Edward | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 41 |
| | (815) 723-3259 | | | | | | | | | | | | | | | | |
| 5055 | Loves Park TS | IL | 115 | 204 | 06/30 | C | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Loves Park | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Urbelis, Stephen A. | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| | (815) 877-1421 | | | | | | | | | | | | | | | | |
| 5077 | Naperville-GNATS | IL | 3 | 6780 | 04/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Naperville | | | | | | P | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Becker, Ned P. | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (312) 420-6096 | | | | | | | | | | | | | | | | |
| 5065 | Pekin Municipal Bus Serv | IL | 95 | 261 | 06/30 | R | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Pekin | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fabry, Louise | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | (309) 346-1477 | | | | | | | | | | | | | | | | |
| 5057 | Rock Island County MTD | IL | 86 | 285 | 06/30 | A | D | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | Rock Island | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Murphy, John J. | | | | | | ALL | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | (309) 788-3360 | | | | | | | | | | | | | | | | |
| 5058 | Rockford MTD | IL | 115 | 204 | 06/30 | C | D | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | Rockford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 |
| | Belk, Mary L. | | | | | | ALL | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 51 |
| | (815) 987-5761 | | | | | | | | | | | | | | | | |
| 5082 | S Holland-Harvey TMgmt | IL | 3 | 6780 | 09/30 | C | D | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| | South-Holland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Perry, Michael | | | | | | ALL | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| | (312) 331-0051 | | | | | | | | | | | | | | | | |
| 5059 | Springfield MTD | IL | 175 | 123 | 06/30 | C | D | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | Springfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Plumier, Louie J. | | | | | | ALL | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 39 |
| | (217) 522-6087 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5084 | Transit Mgmt of Waukegan | IL | 3 | 6780 | 12/31 | C | D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | Waukegan | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Burkhardt, Brett J. | | | | | | ALL | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | (312) 524-3403 | | | | | | | | | | | | | | | | |
| 5086 | Transit Mgmt of Wst Towns | IL | 3 | 6780 | 12/31 | C | D | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| | Oak Park | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Burkhardt, Brett J. | | | | | | ALL | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| | (312) 524-3403 | | | | | | | | | | | | | | | | |
| 5083 | Transit Mgmt. of Oak Lawn | IL | 3 | 6780 | 12/31 | C | D | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | Oak Lawn | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Burkhardt, Brett J. | | | | | | ALL | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | (312) 524-3403 | | | | | | | | | | | | | | | | |
| 5078 | Village of Niles | IL | 3 | 6780 | 04/30 | R | D | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Niles | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bell, Jeffrey J. | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | (312) 967-6100 | | | | | | | | | | | | | | | | |
| 5087 | Wilmette Muni Bus System | IL | 3 | 6780 | 04/30 | C | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Wilmette | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Leach, David C. Jr. | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (312) 251-2700 | | | | | | | | | | | | | | | | |
| 5110 | Bloomington Public TrCorp | IN | 3 | 6780 | 12/31 | R | D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Bloomington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schaller, William W. | | | | | | ALL | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | (812) 332-5688 | | | | | | | | | | | | | | | | |
| 5041 | City of Anderson TS | IN | 246 | 79 | 12/31 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| | Anderson | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Moore, Timothy M. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| | (317) 646-5703 | | | | | | | | | | | | | | | | |
| 5042 | East Chicago Bus TS | IN | 3 | 6780 | 12/31 | R | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | East Chicago | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hayes, Margaret C. | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | (219) 397-0441 | | | | | | | | | | | | | | | | |
| 5044 | Fort Wayne PTC | IN | 101 | 236 | 12/31 | C | D | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| | Fort Wayne | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Uebelhoer, Joan D. | | | | | | ALL | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| | (219) 432-4977 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5045 | Gary PTC | IN | 3 | 6780 | 12/31 | R | D | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | Indianapolis | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Burkhardt, Karl E. | | | | | | ALL | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | (219) 885-6911 | | | | | | | | | | | | | | | | |
| 5049 | Gary-Trade Winds Rehab | IN | 3 | 6780 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| | Gary | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Toporski, James R. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| | (219) 949-4000 | | | | | | | | | | | | | | | | |
| 5115 | Goshen Transit | IN | 233 | 84 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Goshen | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Miller, Forrest D. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | (219) 533-8621 | | | | | | | | | | | | | | | | |
| 5051 | Greater Lafayette PTC | IN | 218 | 91 | 12/31 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Lafayette | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Becker, Arnold E | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | (317) 423-2666 | | | | | | | | | | | | | | | | |
| 5048 | Hammand-Lake County EOC | IN | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 |
| | Hammond | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mayberry, Calrence S. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 |
| | (219) 937-3500 | | | | | | | | | | | | | | | | |
| 5102 | Hammond Transit System | IN | 3 | 6780 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hammond | | | | | | P | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Larson, Patricia J. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | (219) 853-6336 | | | | | | | | | | | | | | | | |
| 5050 | Indianapolis PTC | IN | 31 | 836 | 12/31 | R | D | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 207 |
| | Indianapolis | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Myers, Steven L. | | | | | | ALL | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 207 |
| | (317) 635-2100 | | | | | | | | | | | | | | | | |
| 5043 | Metro Evansville TS | IN | 122 | 180 | 12/31 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | Evansville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Zigenfus, Rose M. | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | (812) 426-5230 | | | | | | | | | | | | | | | | |
| 5054 | Muncie Indiana PTC | IN | 217 | 91 | 12/31 | R | D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 22 |
| | Muncie | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Smith, Sam | | | | | | ALL | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 22 |
| | (317) 282-2762 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

**TRANSIT SYSTEM IDENTIFICATION**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5104 | N Indiana Commuter TD | IN | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Chesterton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 36 |
| | Dybel, Mary Jo | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 36 |
| | (219) 926-5744 | | | | | | | | | | | | | | | | |
| 5105 | Portage Township | IN | 3 | 6780 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Portage | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Jackson, Joy P. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | (219) 762-2839 | | | | | | | | | | | | | | | | |
| 5052 | South Bend PTC | IN | 103 | 226 | 12/31 | C | D | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| | South Bend | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Zakrzewski, Bruce A. | | | | | | ALL | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 52 |
| | (219) 232-9901 | | | | | | | | | | | | | | | | |
| 5053 | Terre Haute Transit Util | IN | 257 | 75 | 12/31 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | Terre Haute | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rowley, Rebecca | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | (812) 238-1561 | | | | | | | | | | | | | | | | |
| 7014 | Topeka MTA | KS | 171 | 126 | 06/30 | R | D | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 24 |
| | Topeka | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ketcherside, Carol L | | | | | | ALL | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 24 |
| | (913) 233-2011 | | | | | | | | | | | | | | | | |
| 7015 | Wichita Metropolitan TAu | KS | 81 | 306 | 12/31 | C | D | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| | Wichita | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Baker, Jerry L. | | | | | | ALL | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 49 |
| | (316) 265-1450 | | | | | | | | | | | | | | | | |
| 4016 | Ashland Bus System | KY | 123 | 180 | 05/31 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Ashland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Coughlin, Vera R. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (606) 325-8571 | | | | | | | | | | | | | | | | |
| 4019 | Ft Wright-TA No Kentucky | KY | 24 | 1123 | 06/30 | B | D | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 85 |
| | Ft. Wright | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Seibert, James D. | | | | | | ALL | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 86 |
| | (606) 341-8265 | | | | | | | | | | | | | | | | |
| 5107 | Henderson Area Rapid Tran | KY | 275 | 68 | 06/30 | R | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Henderson | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thompson, Patrick A. | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | (502) 827-5671 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 4017 | Lexington-LEXTRAN | KY | 118 | 194 | 06/30 | R | D | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| | Lexington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | Hamric, Patrick L. | | | | | | ALL | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 55 |
| | (606) 255-7756 | | | | | | | | | | | | | | | | |
| 4018 | Louisville-TA River City | KY | 38 | 761 | 06/30 | R | D | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 239 |
| | Louisville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wooldridge, Jackie | | | | | | ALL | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 239 |
| | (502) 587-3692 | | | | | | | | | | | | | | | | |
| 4020 | Owensboro TS | KY | 320 | 58 | 06/30 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Owensboro | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Phillips, Laura E. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| | (502) 926-4433 | | | | | | | | | | | | | | | | |
| 6025 | Alexandria TS | LA | 214 | 93 | 04/30 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| | Alexandria | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Greene, Randy D. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| | (318) 473-1275 | | | | | | | | | | | | | | | | |
| 6022 | Baton Rouge-Cap Transp Co | LA | 75 | 351 | 12/31 | R | D | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| | Baton Rouge | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | Wilson, David | | | | | | ALL | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 62 |
| | (504) 343-8331 | | | | | | | | | | | | | | | | |
| 6028 | Chalmette-St. Bernard Bus | LA | 26 | 1078 | 12/31 | R | D | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Chalmette | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | San Salvador, Jim | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | (504) 277-3664 | | | | | | | | | | | | | | | | |
| 6029 | Gretna-Westside Transit | LA | 26 | 1078 | 12/31 | R | D | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | Gretna | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dutiel,Jr., Joseph B. | | | | | | ALL | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | (504) 367-7433 | | | | | | | | | | | | | | | | |
| 6021 | Harahan-Louisiana Tran Co | LA | 26 | 1078 | 12/31 | R | D | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | Harahan | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mitchell, R. Kent | | | | | | ALL | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| | (504) 737-9611 | | | | | | | | | | | | | | | | |
| 6038 | Lafayette-COLT | LA | 182 | 114 | 10/30 | R | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Lafayette | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tekell, Dean | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (318) 261-8570 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

**TRANSIT SYSTEM IDENTIFICATION**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 6023 | Lake Charles TS | LA | 172 | 124 | 09/30 | R | D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Lake Charles | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Newsome, Homer R. | | | | | | ALL | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | (318) 491-1225 | | | | | | | | | | | | | | | | |
| 6026 | Monroe TS | LA | 183 | 113 | 04/30 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Monroe | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Purnell, Lynn O. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | (318) 329-2206 | | | | | | | | | | | | | | | | |
| 6032 | New Orleans Public Svc | LA | 26 | 1078 | 12/31 | R | D | 373 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 395 |
| | New Orleans | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Garcia, Arturo A. | | | | | | ALL | 373 | 0 | 22 | 0 | 0 | 0 | 0 | 5 | 0 | 400 |
| | (504) 569-2660 | | | | | | | | | | | | | | | | |
| 6020 | New Orleans-Louisiana DOT | LA | 26 | 1078 | 06/30 | R | D | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| | New Orleans | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Reed, Harry D. | | | | | | ALL | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| | (504) 342-7817 | | | | | | | | | | | | | | | | |
| 6024 | Shreveport Area TS | LA | 94 | 264 | 12/31 | C | D | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| | Shreveport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Eddy, Eugene R. | | | | | | ALL | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 45 |
| | (318) 674-2670 | | | | | | | | | | | | | | | | |
| 1071 | Boston-B & M/MBTA | MA | 8 | 2679 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Boston | | | | | | P | 0 | 0 | 0 | 0 | 0 | 255 | 0 | 0 | 0 | 255 |
| | Kluge, Ellen A. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 255 | 0 | 0 | 0 | 255 |
| | (617) 722-5952 | | | | | | | | | | | | | | | | |
| 1073 | Boston-Caravan | MA | 8 | 2679 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 0 | 0 | 187 |
| | Boston | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Kluge, Ellen A. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 0 | 0 | 187 |
| | (617) 722-5952 | | | | | | | | | | | | | | | | |
| 1003 | Boston-MBTA | MA | 8 | 2679 | 12/31 | A | D | 717 | 301 | 90 | 25 | 0 | 0 | 0 | 0 | 0 | 1133 |
| | Boston | | | | | | P | 28 | 0 | 0 | 0 | 2 | 0 | 0 | 24 | 0 | 54 |
| | Kluge, Ellen A. | | | | | | ALL | 745 | 301 | 90 | 25 | 2 | 0 | 0 | 24 | 0 | 1187 |
| | (617) 722-5952 | | | | | | | | | | | | | | | | |
| 1004 | Brockton Area TA | MA | 126 | 178 | 06/30 | C | D | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 64 |
| | Brockton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ledoux JR., Reinald G. | | | | | | ALL | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 64 |
| | (617) 588-2240 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 1061 | Fitchbrg-Montachusett RTA | MA | 253 | 77 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fitchburg | | | | | | P | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 31 |
| | Falk, Elizabeth | | | | | | ALL | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 31 |
| | (617) 345-7711 | | | | | | | | | | | | | | | | |
| 1053 | Gloucester-Cape Ann TA | MA | 8 | 2679 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gloucester | | | | | | P | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | Dombrowski, Rita | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | (617) 283-7916 | | | | | | | | | | | | | | | | |
| 1064 | Gr Attleboro-Taunton RTAu | MA | 35 | 796 | 06/30 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 |
| | Attleboro | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gay, Francis J. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 |
| | (617) 226-1102 | | | | | | | | | | | | | | | | |
| 1005 | Lowell RTA | MA | 143 | 157 | 06/30 | C | D | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | Lowell | | | | | | P | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 15 |
| | Potzka, Joseph Jr. | | | | | | ALL | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 37 |
| | (617) 459-0164 | | | | | | | | | | | | | | | | |
| 1013 | Merrimack Valley TA | MA | 111 | 211 | 06/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Haverhill | | | | | | P | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 45 |
| | Costanzo, Joseph J. | | | | | | ALL | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 45 |
| | (617) 373-1184 | | | | | | | | | | | | | | | | |
| 1006 | New Bedford SERTA | MA | 157 | 142 | 06/30 | R | D | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 81 |
| | New Bedford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pettine, Louis D. | | | | | | ALL | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 81 |
| | (617) 997-6767 | | | | | | | | | | | | | | | | |
| 1008 | Pioneer Valley TA | MA | 53 | 506 | 06/30 | B | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Springfield | | | | | | P | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 106 |
| | Manz, Robert D. | | | | | | ALL | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 106 |
| | (413) 732-6248 | | | | | | | | | | | | | | | | |
| 1007 | Pittsfield-Berkshire RTA | MA | 319 | 58 | 06/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pittsfield | | | | | | P | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 23 |
| | Perachi, Louis J | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 23 |
| | (413) 499-2782 | | | | | | | | | | | | | | | | |
| 1089 | Springfield Transit Mgmt | MA | 53 | 506 | 06/30 | B | D | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| | Springfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Manz, Robert D. | | | | | | ALL | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| | (413) 732-6248 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 -- continued

### TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 1014 | Worcester RTA | MA | 90 | 276 | 06/30 | B | D | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 59 |
| | Worcester | | | | | | P | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 32 |
| | Ojala, Robert E. | | | | | | ALL | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 91 |
| | (617) 791-2389 | | | | | | | | | | | | | | | | |
| 3041 | Allegany County TAu | MD | 307 | 59 | 06/30 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Cumberland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cool, Roy | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | (301) 729-4966 | | | | | | | | | | | | | | | | |
| 3034 | Baltimore-MTA | MD | 14 | 1755 | 06/30 | R | D | 712 | 42 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 767 |
| | Baltimore | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Coyle III, Wilbur F. | | | | | | ALL | 712 | 42 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 767 |
| | (301) 659-3561 | | | | | | | | | | | | | | | | |
| 3040 | City of Annapolis | MD | 288 | 64 | 06/30 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 |
| | Annapolis | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Frese, Danielle S.M. | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 24 |
| | (301) 269-0674 | | | | | | | | | | | | | | | | |
| 3043 | Columbia TS | MD | 14 | 1755 | 06/30 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Columbia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Barnett, Jeffry Rr. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (301) 730-4288 | | | | | | | | | | | | | | | | |
| 3042 | Hagerstown-Wash County TC | MD | 279 | 66 | 06/30 | R | D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Hagerstown | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Godwin, Keith R. | | | | | | ALL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | (301) 791-3047 | | | | | | | | | | | | | | | | |
| 3051 | Rockville-Ride-On | MD | 7 | 2763 | 06/30 | C | D | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 136 |
| | Rockville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Leary, Genevieve | | | | | | ALL | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 136 |
| | (301) 251-2188 | | | | | | | | | | | | | | | | |
| 3046 | Wash-Balt-MD DeptOTr | MD | 7 | 2763 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BWI Airport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 41 |
| | Nessel, Joseph C. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 41 |
| | (301) 859-7357 | | | | | | | | | | | | | | | | |
| 1088 | Casco Bay Island TD | ME | 190 | 107 | 09/30 | R | D | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| | Portland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Christian, Patrick R. | | | | | | ALL | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| | (207) 774-7871 | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 1016 | Gr Portland Transit Dist | ME | 190 | 107 | 12/31 | R | D | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| | Portland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | deDoes, Sarah P. | | | | | | ALL | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| | (207) 774-0351 | | | | | | | | | | | | | | | | |
| 1015 | Lewiston Auburn Transit | ME | 268 | 70 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Auburn | | | | | | P | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | Jaffee, Marc L. | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| | (207) 783-9186 | | | | | | | | | | | | | | | | |
| 5030 | Battle Creek Transit | MI | 249 | 78 | 06/30 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| | Battle Creek | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pigeon, James | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 |
| | (616) 966-3388 | | | | | | | | | | | | | | | | |
| 5029 | Bay City-Bay Metro Transp | MI | 250 | 78 | 09/30 | R | D | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 51 |
| | Bay City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Katti, Kavita S. | | | | | | ALL | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 51 |
| | (517) 894-2900 | | | | | | | | | | | | | | | | |
| 5119 | City of Detroit DeptOTr | MI | 5 | 3809 | 06/30 | R | D | 609 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 609 |
| | Detroit | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Saad, Harvey L. | | | | | | ALL | 609 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 609 |
| | (313) 833-7305 | | | | | | | | | | | | | | | | |
| 5031 | Detroit - SEMTA | MI | 5 | 3809 | 06/30 | A | D | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 0 | 371 |
| | Detroit | | | | | | P | 15 | 0 | 0 | 0 | 0 | 14 | 0 | 51 | 0 | 80 |
| | O'Shea, James J. | | | | | | ALL | 240 | 0 | 0 | 0 | 0 | 14 | 0 | 197 | 0 | 451 |
| | (313) 256-8675 | | | | | | | | | | | | | | | | |
| 5032 | Flint-MTA | MI | 76 | 332 | 09/30 | B | D | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 57 |
| | Flint | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Hargrove, Michael D. | | | | | | ALL | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 61 |
| | (313) 767-6950 | | | | | | | | | | | | | | | | |
| 5033 | Grand Rapids Area TA | MI | 72 | 375 | 09/30 | B | D | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| | Grand Rapids | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 59 |
| | Behrens, Donald T. | | | | | | ALL | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 122 |
| | (616) 456-9732 | | | | | | | | | | | | | | | | |
| 5034 | Jackson PTC | MI | 239 | 81 | 09/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 29 |
| | Jackson | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fields, Valerie | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 29 |
| | (517) 787-8363 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

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**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5035 | Kalamazoo Metro TS | MI | 147 | 155 | 12/31 | R | D | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | Kalamazoo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schomisch, William J. | | | | | | ALL | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | (616) 385-8201 | | | | | | | | | | | | | | | | |
| 5036 | Lansing-Capital Area TA | MI | 97 | 255 | 09/30 | R | D | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 71 |
| | Lansing | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | Mecher, Martin M | | | | | | ALL | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 77 |
| | (517) 394-1100 | | | | | | | | | | | | | | | | |
| 5037 | Muskegon Are TA | MI | 195 | 106 | 12/31 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| | Muskegon | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Palmer, Ernest L. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| | (616) 724-6420 | | | | | | | | | | | | | | | | |
| 5038 | Niles Dial-A-Ride | MI | 103 | 226 | 09/30 | C | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | Niles | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wiseman, Judi A. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | (616) 683-8282 | | | | | | | | | | | | | | | | |
| 5039 | Saginaw TS | MI | 153 | 147 | 06/30 | R | D | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 36 |
| | Saginaw | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dorfman, Mark J. | | | | | | ALL | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 36 |
| | (517) 776-1679 | | | | | | | | | | | | | | | | |
| 5040 | Ypsilanti-Ann Arbor TA | MI | 112 | 209 | 09/30 | R | D | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 48 |
| | Ann Arbor | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | White, G. Christopher | | | | | | ALL | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 53 |
| | (313) 973-6500 | | | | | | | | | | | | | | | | |
| 5026 | City of Moorhead Transit | MN | 197 | 105 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Moorhead | | | | | | P | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| | Haley, Judith A. | | | | | | ALL | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| | (218) 299-5370 | | | | | | | | | | | | | | | | |
| 5092 | City of Rochester | MN | 303 | 60 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rochester | | | | | | P | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 |
| | Knauer, Anthony J. | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 |
| | (507)281-6008 | | | | | | | | | | | | | | | | |
| 5025 | Duluth TA | MN | 168 | 133 | 12/31 | B | D | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 71 |
| | Duluth | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gaskill, Robert M. | | | | | | ALL | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 71 |
| | (218) 722-4426 | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5027 | Minneapolis MTC | MN | 13 | 1788 | 12/31 | A | D | 843 | 0 | 0 | 0 | 0 | 0 | 63 | 31 | 0 | 937 |
| | Minneapolis | | | | | | P | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 26 |
| | Thompson, Robert D. | | | | | | ALL | 844 | 0 | 0 | 0 | 0 | 0 | 63 | 56 | 0 | 963 |
| | (612) 349-7701 | | | | | | | | | | | | | | | | |
| 5028 | St Cloud Metro Trans Comm | MN | 315 | 58 | 09/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 18 |
| | St. Cloud | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Tripp, David W. | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 20 |
| | (612) 251-1499 | | | | | | | | | | | | | | | | |
| 7005 | Kansas City Area TA | MO | 25 | 1098 | 12/31 | B | D | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| | Kansas City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 |
| | Rieck, Ted J. | | | | | | ALL | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 235 |
| | (816) 346-0311 | | | | | | | | | | | | | | | | |
| 7003 | Springfield City Utility | MO | 159 | 139 | 09/30 | R | D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| | Springfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Meyer, Cathleen F. | | | | | | ALL | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| | (417) 831-8602 | | | | | | | | | | | | | | | | |
| 7006 | St Louis-Bi-State | MO | 11 | 1849 | 06/30 | A | D | 625 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 625 |
| | St. Louis | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Frank, Kathy A. | | | | | | ALL | 625 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 625 |
| | (314) 982-1570 | | | | | | | | | | | | | | | | |
| 4014 | Gulfprt-Mississippi Coast | MS | 124 | 179 | 06/30 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Gulfport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cromer, Jim D. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | (601) 896-8080 | | | | | | | | | | | | | | | | |
| 4015 | Jackson-JATRAN | MS | 93 | 265 | 09/30 | R | D | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 38 |
| | Jackson | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mayberry, Leandrew | | | | | | ALL | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 38 |
| | (601) 960-1199 | | | | | | | | | | | | | | | | |
| 8004 | Billings Metro Transit | MT | 232 | 84 | 06/30 | C | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Billings | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 |
| | Haag, Ken | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 31 |
| | (406) 657-8232 | | | | | | | | | | | | | | | | |
| 8012 | Great Falls TD | MT | 280 | 66 | 06/30 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Great Falls | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Power, Dana L. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | (406) 727-0382 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 8009 | Missoula Urban TD | MT | 313 | 59 | 06/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Missoula | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Grew, John R. | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 |
| | (406) 543-8386 | | | | | | | | | | | | | | | | |
| 4005 | Asheville TA | NC | 201 | 102 | 06/30 | R | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Asheville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Miller, Gary A | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | (904) 737-7722 | | | | | | | | | | | | | | | | |
| 4051 | Chapel Hill Transit | NC | 201 | 102 | 06/30 | R | D | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 31 |
| | Chapel Hill | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Godding, Robert J. | | | | | | ALL | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 33 |
| | (919) 968-2755 | | | | | | | | | | | | | | | | |
| 4008 | Charlotte TS | NC | 74 | 351 | 06/30 | B | D | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| | Charlotte | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Saxton, Edith R | | | | | | ALL | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| | (704) 336-2201 | | | | | | | | | | | | | | | | |
| 4009 | Fayetteville Area Transit | NC | 107 | 216 | 06/30 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Fayetteville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Stancil, Roger L. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | (919) 483-1762 | | | | | | | | | | | | | | | | |
| 4010 | Gastonia Transit Dept | NC | 191 | 107 | 06/30 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Gastonia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cobb, George K. | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | (704) 866-6837 | | | | | | | | | | | | | | | | |
| 4013 | Greensboro Agency Transp | NC | 133 | 170 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 |
| | Greensboro | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Moore, Laura H. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 |
| | (919) 275-0531 | | | | | | | | | | | | | | | | |
| 4011 | High Point City TS | NC | 205 | 100 | 06/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 |
| | High Point | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fontana, Fred | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 19 |
| | (919) 889-7433 | | | | | | | | | | | | | | | | |
| 4007 | Raleigh-N.C. Transit Div | NC | 113 | 207 | 06/30 | R | D | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | Raleigh | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Miller, Gary A. | | | | | | ALL | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | (904) 737-7722 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 4006 | Wilmington TA | NC | 224 | 89 | 06/30 | R | D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 |
| | Wilmington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Miller, Gary A. | | | | | | ALL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 |
| | (904) 737-7722 | | | | | | | | | | | | | | | | |
| 4012 | Winston-Salem TA | NC | 131 | 172 | 06/30 | R | D | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 64 |
| | Winston-Salem | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ritchey, James M. | | | | | | ALL | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 64 |
| | (919) 727-2000 | | | | | | | | | | | | | | | | |
| 8003 | Fargo Metro Area Transit | ND | 197 | 105 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Fargo | | | | | | P | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| | Samsten, Barry L. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| | (701) 232-3242 | | | | | | | | | | | | | | | | |
| 8008 | Grand Forks City Bus | ND | 345 | 52 | 12/31 | R | D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Grand Forks | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Ulland, Robert D. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 |
| | (701) 772-1152 | | | | | | | | | | | | | | | | |
| 7001 | Lincoln Transp. System | NE | 129 | 174 | 08/31 | C | D | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 78 |
| | Lincoln | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 |
| | Large, Pamela L. | | | | | | ALL | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 118 |
| | (402) 471-7185 | | | | | | | | | | | | | | | | |
| 7002 | TA of Omaha | NE | 51 | 512 | 12/31 | R | D | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 165 |
| | Omaha | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| | McGruder, Calvin J. | | | | | | ALL | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 174 |
| | (402) 341-7560 | | | | | | | | | | | | | | | | |
| 1086 | Durham-COAST | NH | 199 | 104 | 09/09 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Durham | | | | | | P | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| | Puffer, William L. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| | (603) 862-1931 | | | | | | | | | | | | | | | | |
| 1002 | Manchester TA | NH | 200 | 103 | 12/31 | C | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 |
| | Manchester | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pollock, Richard E. | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 |
| | (603) 623-8801 | | | | | | | | | | | | | | | | |
| 2092 | Bergenfield-Rockland TC | NJ | 1 | 15590 | 12/31 | R | D | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| | Bergenfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Day, Jay M. | | | | | | ALL | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| | (201) 384-2400 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 -- continued

### TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 2075 | Lindenwold-PATCO | NJ | 4 | 4113 | 12/28 | A | D | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| | Lindenwold | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Omiatek, Thomas J. | | | | | | ALL | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| | (609) 772-6918 | | | | | | | | | | | | | | | | |
| 2080 | Newark-NJT Corp | NJ | 1 | 15590 | 06/30 | R | D | 1454 | 0 | 16 | 0 | 0 | 633 | 0 | 0 | 0 | 2103 |
| | Newark | | | | | | P | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| | Battaglia, Sandy P. | | | | | | ALL | 1580 | 0 | 16 | 0 | 0 | 633 | 0 | 0 | 0 | 2229 |
| | (201) 648-7449 | | | | | | | | | | | | | | | | |
| 6019 | Albuquerque-Sun-Tran | NM | 62 | 418 | 06/30 | R | D | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| | Albuquerque | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | Martinez, Frank N. | | | | | | ALL | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 94 |
| | (505) 843-6262 | | | | | | | | | | | | | | | | |
| 6045 | Santa Fe-Sr Citizens Tr | NM | 347 | 52 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 |
| | Santa Fe | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 |
| | Garcia, Alfredo | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 32 |
| | (505) 984-6568 | | | | | | | | | | | | | | | | |
| 9045 | Las Vegas Transit | NV | 61 | 433 | 09/30 | R | D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | Las Vegas | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Jackson, Winnifred V. | | | | | | ALL | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | (702) 386-6462 | | | | | | | | | | | | | | | | |
| 9056 | Las Vegas-EOB Clark Cnty | NV | 61 | 433 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | Las Vegas | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bailey, Rose | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | (702) 647-2424 | | | | | | | | | | | | | | | | |
| 9001 | Reno-RTC of Washoe | NV | 137 | 162 | 06/30 | R | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | Reno | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sikorski, Joseph M. | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | (702) 323-2800 | | | | | | | | | | | | | | | | |
| 2002 | Albany-Capital Dist TA | NY | 55 | 490 | 03/31 | R | D | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 258 |
| | Albany | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Conway, Earl E. | | | | | | ALL | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 258 |
| | (518) 482-6258 | | | | | | | | | | | | | | | | |
| 2116 | Auburn-Centro of Cayuga | NY | 70 | 379 | 03/31 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Syracuse | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Share, Steven M. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | (315) 470-0258 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 2073 | Brooklyn-Command Bus Co | NY | 1 | 15590 | 12/31 | R | D | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| | Brooklyn/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Warner, Alan | | | | | | ALL | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| | (914) 273-3000 | | | | | | | | | | | | | | | | |
| 2003 | Broome Cnty Pub Trans | NY | 138 | 161 | 12/31 | R | D | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 40 |
| | Binghamton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Sibal, Donna P. | | | | | | ALL | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 45 |
| | (607) 798-7064 | | | | | | | | | | | | | | | | |
| 2004 | Buffalo-Niagara Frontier | NY | 29 | 1002 | 03/31 | B | D | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| | Buffalo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | McIntyre, Donald R. | | | | | | ALL | 382 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| | (716) 855-7330 | | | | | | | | | | | | | | | | |
| 2005 | Chemung County TS | NY | 273 | 68 | 12/31 | R | D | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 24 |
| | Elmira | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Freeman, Thomas J. | | | | | | ALL | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 24 |
| | (607) 734-5211 | | | | | | | | | | | | | | | | |
| 2009 | City of Poughkeepsie TS | NY | 161 | 137 | 12/31 | R | D | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Poughkeeepsie | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bennett, Hebert C. | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | (914) 431-8377 | | | | | | | | | | | | | | | | |
| 2010 | Dutchess County Loop | NY | 161 | 137 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Poughkeepsie | | | | | | P | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Arnold, Walter R. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | (914) 431-2480 | | | | | | | | | | | | | | | | |
| 2007 | East Meadow-MSBA | NY | 1 | 15590 | 12/31 | B | D | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| | East Meadow | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gallagher, John P. | | | | | | ALL | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| | (516) 542-0720 | | | | | | | | | | | | | | | | |
| 2115 | Fulton-Centro of Oswego | NY | 70 | 379 | 03/31 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Syracuse | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Share, Steven M. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | (315) 470-0258 | | | | | | | | | | | | | | | | |
| 2072 | Hauppage-Suffolk Transit | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hauppage | | | | | | P | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| | Hellerman, Mark D. | | | | | | ALL | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| | (516) 360-5720 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 2071 | Huntington Area Rapid | NY | 1 | 15590 | 12/31 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| | Huntington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mazzola, Thomas A. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| | (516) 351-3053 | | | | | | | | | | | | | | | | |
| 2046 | Jacksn Hgts-Triboro Coach | NY | 1 | 15590 | 12/31 | R | D | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| | East Elmhurst/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Warner, Alan | | | | | | ALL | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| | (914) 273-3000 | | | | | | | | | | | | | | | | |
| 2006 | Long Beach TA | NY | 1 | 15590 | 06/30 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Long Beach | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Solo, Sandy | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | (516) 431-1840 | | | | | | | | | | | | | | | | |
| 2012 | Mountain View Coach Lines | NY | 55 | 490 | 12/31 | R | D | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| | West Coxsackie | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Daus, Gerald F. | | | | | | ALL | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| | (518) 731-6181 | | | | | | | | | | | | | | | | |
| 2085 | Nanuet-Clarkstown Mini TR | NY | 1 | 15590 | 12/31 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Nanuet | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lewis, Joseph | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | (914) 623-0667 | | | | | | | | | | | | | | | | |
| 2083 | New York - Easyride | NY | 1 | 15590 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| | New York | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Rios, Nestor M. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| | (212) 533-3705 | | | | | | | | | | | | | | | | |
| 2040 | New York Bus Tours, Inc. | NY | 1 | 15590 | 12/31 | R | D | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| | Bronx/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dallesandro, William | | | | | | ALL | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| | (516) 747-1191 | | | | | | | | | | | | | | | | |
| 2008 | New York CTA | NY | 1 | 15590 | 12/31 | A | D | 3252 | 4932 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8184 |
| | Brooklyn/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Becker, Morris | | | | | | ALL | 3252 | 4932 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8184 |
| | (718) 330-4610 | | | | | | | | | | | | | | | | |
| 2038 | New York-Green Bus Lines | NY | 1 | 15590 | 12/31 | R | D | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| | Jamaica/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Drantch, Doris | | | | | | ALL | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| | (718) 995-4700 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 2039 | New York-Jamaica Bus | NY | 1 | 15590 | 12/31 | R | D | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| | Jamaica/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Warner, Alan | | | | | | ALL | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| | (914) 273-3000 | | | | | | | | | | | | | | | | |
| 2100 | New York-LIRR | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 1093 | 0 | 0 | 0 | 1093 |
| | Jamaica | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mason, Robert A. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 1093 | 0 | 0 | 0 | 1093 |
| | (718) 990-7810 | | | | | | | | | | | | | | | | |
| 2078 | New York-MTNR | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 782 | 0 | 0 | 0 | 782 |
| | New York | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wilde, Arthur F. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 782 | 0 | 0 | 0 | 782 |
| | (212) 340-2044 | | | | | | | | | | | | | | | | |
| 2098 | New York-PATH | NY | 1 | 15590 | 12/31 | R | D | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 |
| | New York | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ruef, David | | | | | | ALL | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 |
| | (212) 466-3536 | | | | | | | | | | | | | | | | |
| 2118 | Onondaga County | NY | 70 | 379 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Syracuse | | | | | | P | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | O,Donell, Melanie | | | | | | ALL | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | (315) 425-3558 | | | | | | | | | | | | | | | | |
| 2086 | Pomona-T.R.I.P.S. | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Pomona | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Williams, Philip J. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | (914) 354-0200 | | | | | | | | | | | | | | | | |
| 2084 | Pomona-Transp of Rockland | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Pomona | | | | | | P | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Monte, Nick | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | (914) 354-0200 | | | | | | | | | | | | | | | | |
| 2011 | Poughkeepsie-DAR Sen Cit | NY | 161 | 137 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Poughkeepsie | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | McAlpine, Theresa M. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | (914) 431-2465 | | | | | | | | | | | | | | | | |
| 2096 | Putnam Area Rapid Transit | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Carmel | | | | | | P | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Pilner, John M. | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | (914) 878-3480 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 2043 | Queens Transit Corp | NY | 1 | 15590 | 12/31 | R | D | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| | Flushing/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Grow, Julian B | | | | | | ALL | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 185 |
| | (718) 445-6800 | | | | | | | | | | | | | | | | |
| 2113 | Rochester-RTS | NY | 43 | 606 | 03/31 | B | D | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| | Rochester | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 16 |
| | Feuchter, Jean | | | | | | ALL | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 211 |
| | (716) 288-6050 | | | | | | | | | | | | | | | | |
| 2015 | Rome-VIP Transportation | NY | 146 | 155 | 12/31 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Rome | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hall, Carol A | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | (315) 339-5450 | | | | | | | | | | | | | | | | |
| 2110 | Roosevelt Isl Mini-Trans | NY | 1 | 15590 | 03/31 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | New York | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Loughlin, Raymond G. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | (212) 832-4540 | | | | | | | | | | | | | | | | |
| 2082 | Staten Island Ferry | NY | 1 | 15590 | 06/30 | R | D | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| | Staten Island | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Berkowitz, Carl M | | | | | | ALL | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| | (212) 806-6906 | | | | | | | | | | | | | | | | |
| 2099 | Staten Island Rapid Trans | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 36 |
| | Staten Island | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Governale, George, J. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 36 |
| | (718) 816-8131 | | | | | | | | | | | | | | | | |
| 2045 | Steinway Transit Corp. | NY | 1 | 15590 | 12/31 | R | D | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| | Flushing/NYC | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Grow, Julian B | | | | | | ALL | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| | (718) 445-6800 | | | | | | | | | | | | | | | | |
| 2018 | Syracuse-CNY Centro | NY | 70 | 379 | 03/31 | R | D | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 184 |
| | Syracuse | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Share, Steven M. | | | | | | ALL | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 184 |
| | (315) 470-0258 | | | | | | | | | | | | | | | | |
| 2021 | Utica TA | NY | 146 | 155 | 12/31 | C | D | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 |
| | Utica | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gigliotti, Barbara | | | | | | ALL | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 |
| | (315) 797-1121 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 2089 | Village of Spring Valley | NY | 1 | 15590 | 12/31 | R | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Spring Valley | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Minerva, Joseph | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | (914) 356-5070 | | | | | | | | | | | | | | | | |
| 2076 | Westchester County DOT | NY | 1 | 15590 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | White Plains | | | | | | P | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | Capalbo, Dennis, J. | | | | | | ALL | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | (914) 285-5297 | | | | | | | | | | | | | | | | |
| 2109 | Yonkers-Airport Transp | NY | 1 | 15590 | 12/31 | R | D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | Yonkers | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Keeney, Charles C. A. | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | (914) 969-3113 | | | | | | | | | | | | | | | | |
| 2079 | Yonkers-Liberty Lines | NY | 1 | 15590 | 12/31 | R | D | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| | Yonkers | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Keeney, Charles, C.A. | | | | | | ALL | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| | (914) 969-6900 | | | | | | | | | | | | | | | | |
| 2117 | Yonkers-Liberty Lines Exp | NY | 1 | 15590 | 12/31 | R | D | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| | Yonkers | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Keeney, Charles C.A. | | | | | | ALL | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| | (914) 969-3113 | | | | | | | | | | | | | | | | |
| 5010 | Akron-Metropolitan RTA | OH | 50 | 516 | 12/31 | B | D | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 110 |
| | Akron | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 44 |
| | Young, James R. | | | | | | ALL | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 154 |
| | (216) 762-7267 | | | | | | | | | | | | | | | | |
| 5011 | Canton RTA | OH | 100 | 245 | 12/31 | C | D | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | Canton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ryder, Denise A | | | | | | ALL | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | (216) 454-6132 | | | | | | | | | | | | | | | | |
| 5012 | Cincinnati-SORTA | OH | 24 | 1123 | 12/31 | A | D | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| | Cinncinnati | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | Frank, Barry E. | | | | | | ALL | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 330 |
| | (513) 632-7561 | | | | | | | | | | | | | | | | |
| 5116 | City of Steubenville | OH | 251 | 78 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Steubenville | | | | | | P | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | O'Leary, William | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | (614) 282-6145 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5015 | Cleveland RTA | OH | 15 | 1752 | 12/31 | R | D | 567 | 46 | 28 | 0 | 0 | 0 | 0 | 49 | 0 | 690 |
| | Cleveland | | | | | | P | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 79 |
| | Love, Reginald | | | | | | ALL | 626 | 46 | 28 | 0 | 0 | 0 | 0 | 69 | 0 | 769 |
| | (216) 566-5222 | | | | | | | | | | | | | | | | |
| 5016 | Columbus-Central Ohio TA | OH | 32 | 834 | 12/31 | R | D | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 |
| | Columbus | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| | Bownas, William T. | | | | | | ALL | 277 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 289 |
| | (614) 275-5832 | | | | | | | | | | | | | | | | |
| 5017 | Dayton Miami Valley RTA | OH | 45 | 595 | 12/31 | B | D | 115 | 0 | 0 | 61 | 0 | 0 | 0 | 6 | 0 | 182 |
| | Dayton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Collins, Kathleen L. | | | | | | ALL | 115 | 0 | 0 | 61 | 0 | 0 | 0 | 6 | 0 | 182 |
| | (513) 226-1333 | | | | | | | | | | | | | | | | |
| 5018 | Hamilton City Lines | OH | 196 | 105 | 12/31 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| | Hamilton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Becker, John P. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 |
| | (513) 868-5891 | | | | | | | | | | | | | | | | |
| 5097 | Kent-Campus Bus Service | OH | 50 | 516 | 06/30 | C | D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 22 |
| | Kent | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Brafchak, Anna M. | | | | | | ALL | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 22 |
| | (216) 672-7433 | | | | | | | | | | | | | | | | |
| 5093 | Lima-Allen County RTA | OH | 269 | 70 | 12/31 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 |
| | Lima | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Grapner, Carole S. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 14 |
| | (419) 222-2782 | | | | | | | | | | | | | | | | |
| 5095 | Lorain Cnty Transit Brd | OH | 104 | 225 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | Elyria | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Holl, John H. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | (216) 329-5579 | | | | | | | | | | | | | | | | |
| 5019 | Middletown TS | OH | 215 | 92 | 12/31 | R | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Middleton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hill, Donald J | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | (513) 425-7928 | | | | | | | | | | | | | | | | |
| 5013 | Norwood Transit System | OH | 24 | 1123 | 12/31 | R | D | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| | Norwood | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dettmer, Richard | | | | | | ALL | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| | (513) 396-8185 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5117 | Painesville-Laketran | OH | 15 | 1752 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Painesville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 |
| | Polivka, Frank J. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 |
| | (216) 953-1302 | | | | | | | | | | | | | | | | |
| 5090 | Richland Cnty Transit Brd | OH | 243 | 79 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mansfield | | | | | | P | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 |
| | Wackerly, Michael L. | | | | | | ALL | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 16 |
| | (419) 522-9454 | | | | | | | | | | | | | | | | |
| 5020 | Springfield Bus Company | OH | 227 | 87 | 10/31 | C | D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Springfield | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Leffue, Harvey T. | | | | | | ALL | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | (513) 325-3997 | | | | | | | | | | | | | | | | |
| 5022 | Toledo RTA | OH | 57 | 485 | 12/31 | B | D | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| | Toledo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Bruns, Craig M. | | | | | | ALL | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| | (419) 243-1241 | | | | | | | | | | | | | | | | |
| 5024 | Youngstown-Western Res | OH | 67 | 383 | 12/31 | C | D | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 |
| | Youngstown | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Diaz, Miguel A. | | | | | | ALL | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 |
| | (216) 744-8431 | | | | | | | | | | | | | | | | |
| 6017 | Central Oklahoma PTA | OK | 40 | 674 | 06/30 | B | D | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 84 |
| | Oklahoma | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Shugart, John D. | | | | | | ALL | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 84 |
| | (405) 231-2601 | | | | | | | | | | | | | | | | |
| 6018 | Metropolitan Tulsa TA | OK | 60 | 443 | 06/30 | R | D | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 86 |
| | Tulsa | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Ford, Muriel D. | | | | | | ALL | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 87 |
| | (918) 585-1195 | | | | | | | | | | | | | | | | |
| 0007 | Eugene-Lane County MTD | OR | 121 | 182 | 06/30 | R | D | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| | Eugene | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Rivenburg, Karen R. | | | | | | ALL | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 62 |
| | (503) 687-5589 | | | | | | | | | | | | | | | | |
| 0034 | Medford-Rogue Valley TD | OR | 343 | 52 | 06/30 | R | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Medford | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Westerman, Robert | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (503) 779-5821 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 0008 | Portland-Tri-County MTD | OR | 27 | 1026 | 06/30 | A | D | 494 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 494 |
| | Portland | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 94 |
| | Auxier, David K. | | | | | | ALL | 494 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 588 |
| | (503) 238-4807 | | | | | | | | | | | | | | | | |
| 0025 | Salem Area MTD | OR | 164 | 136 | 06/30 | C | D | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| | Salem | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Goulding, Lavar O. | | | | | | ALL | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 44 |
| | (503) 588-2885 | | | | | | | | | | | | | | | | |
| 3010 | Allentown-LANTA | PA | 68 | 382 | 06/30 | R | D | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| | Allentown | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| | Greco, Armand V. | | | | | | ALL | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 59 |
| | (215) 435-6771 | | | | | | | | | | | | | | | | |
| 3011 | Altoona-Amtran | PA | 245 | 79 | 06/30 | C | D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | Altoona | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Blair, Charlotte A. | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 25 |
| | (814) 944-4074 | | | | | | | | | | | | | | | | |
| 3023 | Beaver County-BCTA | PA | 12 | 1810 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Beaver | | | | | | P | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 20 |
| | Ahern, Bruce W. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 20 |
| | (412) 728-5700 | | | | | | | | | | | | | | | | |
| 3013 | Erie MTA | PA | 125 | 178 | 06/30 | C | D | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| | Erie | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Goda, John R. | | | | | | ALL | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 59 |
| | (814) 459-4287 | | | | | | | | | | | | | | | | |
| 3028 | Gr Aliquippa TA | PA | 12 | 1810 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Aliquippa | | | | | | P | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 |
| | Deluca, Matthew | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 |
| | (412) 378-5088 | | | | | | | | | | | | | | | | |
| 3014 | Harrisburg-CAT | PA | 88 | 278 | 06/30 | R | D | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| | Harrisburg | | | | | | P | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| | Hoffer, James H. | | | | | | ALL | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 66 |
| | (717) 233-5657 | | | | | | | | | | | | | | | | |
| 3012 | Johnstown-Cambia Cnty TA | PA | 219 | 90 | 06/30 | C | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Johnstown | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hoffman, Walter A. | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | (814) 535-5526 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 3015 | Kingston-Luzerne Cnty TA | PA | 64 | 407 | 06/30 | R | D | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| | Kingston | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Edwards, Harold E., Jr. | | | | | | ALL | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 45 |
| | (717) 288-9356 | | | | | | | | | | | | | | | | |
| 3018 | Lancaster-Red Rose TA | PA | 144 | 157 | 06/30 | C | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | Lancaster | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Charles, Bradley S. | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | (717) 397-4246 | | | | | | | | | | | | | | | | |
| 3017 | Nanticoke Public Service | PA | 64 | 407 | 12/31 | R | D | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Nanticoke | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Edwards, Harold | | | | | | ALL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | (717) 288-9356 | | | | | | | | | | | | | | | | |
| 3019 | Philadelphia-SEPTA | PA | 4 | 4113 | 06/30 | A | D | 1076 | 286 | 186 | 69 | 0 | 340 | 0 | 0 | 0 | 1957 |
| | Philadelphia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 46 |
| | Skierski, Christopher M. | | | | | | ALL | 1076 | 286 | 186 | 69 | 0 | 340 | 0 | 46 | 0 | 2003 |
| | (215) 574-7988 | | | | | | | | | | | | | | | | |
| 3022 | Pittsburgh-PAT | PA | 12 | 1810 | 06/30 | A | D | 779 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 2 | 827 |
| | Pittsburgh | | | | | | P | 13 | 0 | 0 | 0 | 0 | 8 | 0 | 151 | 2 | 174 |
| | Copeland, Rob | | | | | | ALL | 792 | 0 | 46 | 0 | 0 | 8 | 0 | 151 | 4 | 1001 |
| | (412) 237-7080 | | | | | | | | | | | | | | | | |
| 3020 | Pottstown Urban Transit | PA | 555 | 0 | 06/30 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Pottstown | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dickinson, Charles W. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (215) 326-5413 | | | | | | | | | | | | | | | | |
| 3024 | Reading-BARTA | PA | 130 | 173 | 06/30 | C | D | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 61 |
| | Reading | | | | | | P | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Smithson, Walter R. | | | | | | ALL | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 63 |
| | (215) 921-0601 | | | | | | | | | | | | | | | | |
| 3025 | Scranton-Lackawanna TA | PA | 64 | 407 | 06/30 | R | D | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | Scranton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Plevyak, Robert | | | | | | ALL | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | (717) 346 2061 | | | | | | | | | | | | | | | | |
| 3055 | Shenango Valley Shuttle | PA | 358 | 51 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hermitage | | | | | | P | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | DeCapua, James A | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | (412) 981-1561 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 3054 | St College-Centre ArTAu | PA | 354 | 51 | 06/30 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | State College | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| | Minor, Judith | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 29 |
| | (814) 230625 | | | | | | | | | | | | | | | | |
| 3050 | Wash.-GG&C Bus | PA | 12 | 1810 | 06/30 | R | D | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 |
| | Washington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Good, William C | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 |
| | (412) 222-2320 | | | | | | | | | | | | | | | | |
| 3044 | Westmore County TA | PA | 12 | 1810 | 06/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Greensburg | | | | | | P | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Whitico, Micheal G. | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (412) 834-9282 | | | | | | | | | | | | | | | | |
| 3016 | Wilkes Barre-Williams Bus | PA | 64 | 407 | 12/31 | R | D | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Wilkes-Barre | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Edwards, Harold E., Jr. | | | | | | ALL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | (717) 288-9356 | | | | | | | | | | | | | | | | |
| 3026 | Williamsport-City Bus | PA | 312 | 59 | 06/30 | R | D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Williamsport | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nichols, William E. | | | | | | ALL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | (717) 326-0813 | | | | | | | | | | | | | | | | |
| 3027 | York Area TA | PA | 170 | 129 | 06/30 | B | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | York | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Deitz, Jane | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (717) 846-1479 | | | | | | | | | | | | | | | | |
| 2001 | San Juan-Metro Bus Auth | PR | 400 | 1081 | 06/30 | B | D | 367 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367 |
| | San Juan | | | | | | P | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| | Rivera, Lillian | | | | | | ALL | 367 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 374 |
| | (809) 767-0520 | | | | | | | | | | | | | | | | |
| 1001 | Providence-Rhode Is PTA | RI | 35 | 796 | 06/30 | B | D | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| | Providence | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Darelius, Harvey G | | | | | | ALL | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| | (401) 7819450 | | | | | | | | | | | | | | | | |
| 4061 | Charleston-SCE&G Co. | SC | 80 | 312 | 12/31 | R | D | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| | Columbia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Marsh, Kevin B. | | | | | | ALL | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| | (803) 733-4097 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| | | | | | | | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ID CODE | REPORTING AGENCY<br>CITY<br>CONTACT PERSON<br>TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 4053 | Greenville TA | SC | 102 | 229 | 06/30 | R | D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | Greenville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | Durham, Don F. | | | | | | ALL | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 28 |
| | (803) 271-9228 | | | | | | | | | | | | | | | | |
| 8002 | City of Sioux Falls-TS | SD | 229 | 86 | 12/31 | C | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Sioux Falls | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Douglas, Jane H. | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | (605) 339-7108 | | | | | | | | | | | | | | | | |
| 8014 | Rapid City Transit System | SD | 359 | 51 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | Rapid City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hughes, Bonnie J. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | (605) 394-4181 | | | | | | | | | | | | | | | | |
| 4055 | Bristol Tennessee Transit | TN | 336 | 54 | 06/30 | R | D | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Bristol | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Boian, Toby L | | | | | | ALL | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | (615) 968-9141 | | | | | | | | | | | | | | | | |
| 4001 | Chattanooga Area RTA | TN | 83 | 302 | 06/30 | C | D | 69 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 74 |
| | Chattanooga | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Tigar, Thomas R | | | | | | ALL | 69 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 77 |
| | (615) 629-1411 | | | | | | | | | | | | | | | | |
| 4057 | Jackson TA | TN | 366 | 50 | 06/30 | C | D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Jackson | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Allison, Michele T. | | | | | | ALL | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | (901) 423-0200 | | | | | | | | | | | | | | | | |
| 4054 | Johnson City TS | TN | 247 | 78 | 06/30 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Johnson City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Baldwin, Steve R. | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | (615) 929-7119 | | | | | | | | | | | | | | | | |
| 4002 | Knoxville Trans Auth | TN | 87 | 285 | 06/30 | R | D | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 57 |
| | Knoxville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Trevanthan, Melissa | | | | | | ALL | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 57 |
| | (615) 546-3752 | | | | | | | | | | | | | | | | |
| 4003 | Memphis Area TA | TN | 36 | 775 | 06/30 | B | D | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 146 |
| | Memphis | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Mahler, Rosa D. | | | | | | ALL | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 146 |
| | (901) 278-7880 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

**TRANSIT SYSTEM IDENTIFICATION**

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 4004 | Nashville-MTA | TN | 49 | 518 | 06/30 | B | D | 119 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 131 |
| | Nashville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | Hayden, Arlena | | | | | | ALL | 119 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 137 |
| | (615) 252-2217 | | | | | | | | | | | | | | | | |
| 6040 | Abilene Transit System | TX | 206 | 100 | 09/30 | R | D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Abilene | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lett, Timothy A. | | | | | | ALL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | (915) 676-6402 | | | | | | | | | | | | | | | | |
| 6001 | Amarillo Transit System | TX | 149 | 154 | 09/30 | R | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Amarillo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Glasgow, Sidney W. | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (806) 378-3015 | | | | | | | | | | | | | | | | |
| 6041 | Arlington Handitran | TX | 9 | 2451 | 09/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Arlington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Scanlon, Sue M. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| | (817) 275-3271 | | | | | | | | | | | | | | | | |
| 6002 | Austin TS | TX | 69 | 380 | 09/30 | R | D | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 83 |
| | Austin | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| | Langendorf, Matthew L. | | | | | | ALL | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 93 |
| | (512) 4767400 | | | | | | | | | | | | | | | | |
| 6016 | Beaumont Transit System | TX | 173 | 124 | 09/30 | R | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 |
| | Beaumont | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Miller, Gary A. | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 |
| | (904) 737-7722 | | | | | | | | | | | | | | | | |
| 6014 | City of Brownsville | TX | 179 | 119 | 09/30 | C | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Brownsville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Shull, Elmer J. | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | (512) 541-4881 | | | | | | | | | | | | | | | | |
| 6010 | City of Lubbock | TX | 128 | 175 | 09/30 | R | D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| | Lubbock | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Wilson, John L. | | | | | | ALL | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 26 |
| | (806) 762-6411 | | | | | | | | | | | | | | | | |
| 6003 | Corpus Christi TS | TX | 99 | 246 | 07/31 | R | D | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 51 |
| | Corpus Christi | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Niskala, Thomas A. | | | | | | ALL | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 51 |
| | (512) 882-1722 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 6004 | Dallas TS | TX | 9 | 2451 | 09/30 | A | D | 452 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 452 |
| | Dallas | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 175 |
| | Mraz, Myra J. | | | | | | ALL | 452 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 627 |
| | (214) 828-6716 | | | | | | | | | | | | | | | | |
| 6006 | El Paso PTA | TX | 58 | 454 | 08/31 | C | D | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 92 |
| | El Paso | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| | Griffin, Thomas | | | | | | ALL | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 112 |
| | (915) 533-1220 | | | | | | | | | | | | | | | | |
| 6007 | Fort Worth CITRAN | TX | 9 | 2451 | 09/30 | B | D | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| | Fort Wort | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Podjan, Gegory A | | | | | | ALL | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| | (214) 828-6804 | | | | | | | | | | | | | | | | |
| 6046 | Fort Worth Rideshare | TX | 9 | 2451 | 09/30 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 |
| | Fort Worth | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Forester, Jess | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 |
| | (817) 870-6210 | | | | | | | | | | | | | | | | |
| 6015 | Galveston Island Trans | TX | 298 | 61 | 09/30 | R | D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Galveston | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Miller, Gary A. | | | | | | ALL | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | (904) 737-7722 | | | | | | | | | | | | | | | | |
| 6008 | Houston-MTA | TX | 10 | 2413 | 09/30 | R | D | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 |
| | Houston | | | | | | P | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 137 |
| | Grant, Herbert | | | | | | ALL | 671 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 737 |
| | (713) 739-4930 | | | | | | | | | | | | | | | | |
| 6009 | Laredo Muni TS | TX | 211 | 95 | 09/30 | C | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Laredo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Dunning, Richard A | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | (512) 722-0951 | | | | | | | | | | | | | | | | |
| 6013 | Port Arthur Transit | TX | 179 | 119 | 09/30 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Port Arthur | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Kestranek, Tom T. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| | (409) 983-3321 | | | | | | | | | | | | | | | | |
| 6037 | San Angelo TD | TX | 259 | 74 | 09/30 | R | D | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | San Angelo | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | McCoy, Maureen | | | | | | ALL | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | (915) 655-1921 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

## TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | REPORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIRECT/ PURCHASED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 6011 | San Antonio-VIA Metro Tr | TX | 30 | 945 | 02/29 | A | D | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 396 |
| | San Antonio | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 37 |
| | Williamson, Courtney L | | | | | | ALL | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 433 |
| | (512) 227-5371 | | | | | | | | | | | | | | | | |
| 6012 | Waco Transit System | TX | 166 | 134 | 09/30 | R | D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20 |
| | Waco | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ravan, George A | | | | | | ALL | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20 |
| | (817) 753-0113 | | | | | | | | | | | | | | | | |
| 6035 | Wichita Falls TS | TX | 212 | 95 | 09/30 | R | D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Wichita Falls | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Parker, Robert E. | | | | | | ALL | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | (817) 322-5611 | | | | | | | | | | | | | | | | |
| 8001 | Salt Lake City-Utah TA | UT | 41 | 674 | 12/31 | B | D | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| | Salt Lake City | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 33 |
| | Johnson, Alma C. | | | | | | ALL | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 296 |
| | (801) 262-5626 | | | | | | | | | | | | | | | | |
| 3053 | Bristol Virginia Transit | VA | 336 | 54 | 09/30 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Bristol | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Campbell, Bill | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | (703) 669-0135 | | | | | | | | | | | | | | | | |
| 3036 | Charlottesville Transit | VA | 306 | 59 | 06/30 | R | D | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Charlottesville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Poore, Helen H. | | | | | | ALL | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | (804) 971-3350 | | | | | | | | | | | | | | | | |
| 3045 | Charlottesville-Jaunt | VA | 306 | 59 | 09/30 | R | D | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 |
| | Charlottesville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Shaunesey, Donna | | | | | | ALL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 16 |
| | (804) 296-3184 | | | | | | | | | | | | | | | | |
| 3006 | Gr Richmond Transit Comp | VA | 54 | 492 | 06/30 | B | D | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| | Richmond | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 |
| | Henderson, Norvall W. Jr. | | | | | | ALL | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 173 |
| | (804) 358-3871 | | | | | | | | | | | | | | | | |
| 3008 | Gr. Lynchburg Transit Co. | VA | 213 | 94 | 06/30 | R | D | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | Lynchburg | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Berkley, Gloria S. | | | | | | ALL | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | (804) 847-7771 | | | | | | | | | | | | | | | | |

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| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 3007 | Gr. Roanoke Transit Co. | VA | 127 | 177 | 06/30 | R | D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | Roanoke | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gardner, Nina M. | | | | | | ALL | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| | (703) 982-2222 | | | | | | | | | | | | | | | | |
| 3004 | Hampton-Pentran | VA | 78 | 329 | 06/30 | B | D | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 99 |
| | Hampton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Bates, Eugene | | | | | | ALL | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 101 |
| | (804) 722-2837 | | | | | | | | | | | | | | | | |
| 3005 | Norfolk-Tidewater TDC | VA | 37 | 771 | 09/30 | B | D | 119 | 0 | 0 | 0 | 0 | 0 | 64 | 48 | 0 | 231 |
| | Norfolk | | | | | | P | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 0 | 20 |
| | Carlson&Alphin, L&G | | | | | | ALL | 125 | 0 | 0 | 0 | 2 | 0 | 64 | 60 | 0 | 251 |
| | (804) 627-9291 | | | | | | | | | | | | | | | | |
| 3009 | Petersburg Area Transit | VA | 193 | 107 | 06/30 | R | D | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Petersburg | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Loving, Marsha | | | | | | ALL | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| | (804) 733-3116 | | | | | | | | | | | | | | | | |
| 1066 | Chittenden County TA | VT | 254 | 77 | 06/30 | R | D | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | Burlington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Debo, Catherine S. | | | | | | ALL | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | (802) 864-0211 | | | | | | | | | | | | | | | | |
| 0021 | Bellingham Muni Transit | WA | 356 | 51 | 12/31 | R | D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | Bellingham | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 |
| | Sillins, Cathy S. | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 30 |
| | (206) 676-6843 | | | | | | | | | | | | | | | | |
| 0005 | City of Everett Trans. | WA | 20 | 1392 | 12/31 | R | D | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 35 |
| | Everett | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Riordan, Mary | | | | | | ALL | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 35 |
| | (206) 259-8896 | | | | | | | | | | | | | | | | |
| 0016 | City of Longview | WA | 329 | 55 | 12/31 | R | D | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Longview | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Harris, Steve | | | | | | ALL | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 |
| | (206) 577-3371 | | | | | | | | | | | | | | | | |
| 0023 | City of Seattle | WA | 20 | 1392 | 12/31 | R | D | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Seattle | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| | Fairfax, Barry W. | | | | | | ALL | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| | (206)625-2341 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

### TRANSIT SYSTEM IDENTIFICATION

**Fiscal year ending between 01/01/84 and 12/31/84**

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUSANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 0033 | Everett-Snohomish Seniors | WA | 20 | 1392 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| | Everett | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Alexander, Barbara A. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 |
| | (206) 355-1112 | | | | | | | | | | | | | | | | |
| 0020 | Kitsap County Transit | WA | 287 | 65 | 12/31 | R | D | 45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 47 |
| | Bremerton | | | | | | P | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 23 |
| | Hayes, Richard M | | | | | | ALL | 48 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 70 |
| | (206) 478-6230 | | | | | | | | | | | | | | | | |
| 0029 | Lynnwood-Comm. Transit | WA | 20 | 1392 | 12/31 | R | D | 52 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 53 |
| | Everett | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Helppie, Sharon L. | | | | | | ALL | 52 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 53 |
| | (206) 348-7103 | | | | | | | | | | | | | | | | |
| 0019 | Olympia-Intercity Transit | WA | 272 | 69 | 12/31 | R | D | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | Olympia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Thompson, Nick H. | | | | | | ALL | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | (206) 7868585 | | | | | | | | | | | | | | | | |
| 0018 | Pasco-Ben Franklin Tr | WA | 184 | 112 | 12/31 | R | D | 39 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 57 |
| | Pasco | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 |
| | Olexer, David L. | | | | | | ALL | 39 | 0 | 0 | 0 | 0 | 0 | 18 | 15 | 0 | 72 |
| | (509) 545-5048 | | | | | | | | | | | | | | | | |
| 0001 | Seattle Metro | WA | 20 | 1392 | 12/31 | A | D | 860 | 0 | 0 | 88 | 0 | 0 | 106 | 0 | 0 | 1054 |
| | Seattle | | | | | | P | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 59 |
| | Munson, James E. | | | | | | ALL | 869 | 0 | 0 | 88 | 0 | 0 | 106 | 50 | 0 | 1113 |
| | (206) 447-6702 | | | | | | | | | | | | | | | | |
| 0002 | Spokane Transit Authority | WA | 92 | 267 | 12/31 | B | D | 98 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 0 | 124 |
| | Spokane | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Plaster, James L. | | | | | | ALL | 98 | 0 | 0 | 0 | 0 | 0 | 8 | 18 | 0 | 124 |
| | (509) 458-2578 | | | | | | | | | | | | | | | | |
| 0028 | Tacoma-Pierce Cnty Ferry | WA | 66 | 402 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tacoma | | | | | | P | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Smith, Harry J. | | | | | | ALL | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | (206) 591-7250 | | | | | | | | | | | | | | | | |
| 0003 | Tacoma-Pierce Cnty Trans | WA | 66 | 402 | 12/31 | R | D | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 135 |
| | Tacoma | | | | | | P | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 48 |
| | Sullivant, Kathy J. | | | | | | ALL | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 183 |
| | (206) 593-2180 | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 0024 | Vancouver-C-Tran | WA | 27 | 1026 | 12/31 | R | D | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| | Vancouver | | | | | | P | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 21 |
| | Bateman, Frederick W. | | | | | | ALL | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 61 |
| | (206) 696-4494 | | | | | | | | | | | | | | | | |
| 0032 | Wash DOT/Seattle Ferry | WA | 20 | 1392 | 06/30 | C | D | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 22 |
| | Olympia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sorte, Donald L. | | | | | | ALL | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 22 |
| | (206) 753-6037 | | | | | | | | | | | | | | | | |
| 0031 | Wash DOT/Tacoma Ferry | WA | 66 | 402 | 06/30 | C | D | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Olympia | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Sorte, Donald L. | | | | | | ALL | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | (206) 753-6037 | | | | | | | | | | | | | | | | |
| 0006 | Yakima-Transit Fund | WA | 240 | 81 | 12/31 | R | D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Yakima | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 18 |
| | Schultz, William W. | | | | | | ALL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 30 |
| | (509) 575-6005 | | | | | | | | | | | | | | | | |
| 5001 | Appleton-Valley Transit | WI | 156 | 142 | 12/31 | R | D | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | Appleton | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Kreutzman, Nancy L. | | | | | | ALL | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | (414) 735-6100 | | | | | | | | | | | | | | | | |
| 5006 | Belle Urban System | WI | 178 | 119 | 12/31 | R | D | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| | Racine | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| | Moe, Earl R. | | | | | | ALL | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 40 |
| | (414) 636-9405 | | | | | | | | | | | | | | | | |
| 5109 | Beloit Transit System | WI | 363 | 51 | 12/31 | R | D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Beloit | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Schreve, Henry C. | | | | | | ALL | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | (608) 364-6685 | | | | | | | | | | | | | | | | |
| 5099 | Eau Claire Transit | WI | 264 | 72 | 12/31 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | Eeau Claire | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Gullickson, Ann | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | (715) 839511 | | | | | | | | | | | | | | | | |
| 5002 | Green Bay TS | WI | 155 | 143 | 12/31 | C | D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | Green Bay | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Kieper, Mary Jane N. | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | (414) 497-3700 | | | | | | | | | | | | | | | | |

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APPENDIX A as of 11/30/85 – continued

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5108 | Janesville Transit System | WI | 351 | 52 | 12/31 | R | D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | Janesville | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Summers, Garrett L. | | | | | | ALL | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | (608) 755-3150 | | | | | | | | | | | | | | | | |
| 5003 | Kenosha Transit Comm | WI | 230 | 86 | 12/31 | R | D | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | Kenosha | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Jenkins, Edward A. | | | | | | ALL | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 |
| | (414) 656-8151 | | | | | | | | | | | | | | | | |
| 5004 | La Crosse Municipal TU | WI | 275 | 68 | 12/31 | R | D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | La Crosse | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Shoger, Michael | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 28 |
| | (608) 782-1557 | | | | | | | | | | | | | | | | |
| 5005 | Madison Metro | WI | 109 | 214 | 12/31 | R | D | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 182 |
| | Madison | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 44 |
| | Johnson, Doug | | | | | | ALL | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 226 |
| | (608) 26798757 | | | | | | | | | | | | | | | | |
| 5008 | Milwaukee County TS | WI | 23 | 1207 | 12/31 | R | D | 522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 522 |
| | Milwaukee | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MacIntosh, Donald | | | | | | ALL | 522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 522 |
| | (414) 937-3224 | | | | | | | | | | | | | | | | |
| 5112 | Milwaukee Cty Paratransit | WI | 23 | 1207 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Milwuakee | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | Weiher, Gary R. | | | | | | ALL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| | (414) 278-5096 | | | | | | | | | | | | | | | | |
| 5009 | Oshkosh Transit System | WI | 340 | 53 | 06/30 | R | D | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | Oshkosh | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Huddleston, Mark R. | | | | | | ALL | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | (414) 424-0490 | | | | | | | | | | | | | | | | |
| 5088 | Sheboygan Transit | WI | 313 | 59 | 12/31 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Sheboygan | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Browne, Joseph R. | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | (414) 459-3285 | | | | | | | | | | | | | | | | |
| 5094 | Waukesha County Highway | WI | 23 | 1207 | 12/31 | R | D | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Waukesha | | | | | | P | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | Harley, Richard M. | | | | | | ALL | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | (414) 548-7740 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

| ID CODE | REPORTING AGENCY CITY CONTACT PERSON TELEPHONE | ST | URBAN AREA CODE | URBAN AREA POP. IN THOUS-ANDS | FY END DATE | RE-PORT LEVEL | MODES AND NUMBER OF VEHICLES OPERATED IN MAX SERVICE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | DIR-ECT/ PUR-CHAS-ED* | MB | RR | SC | TB | FB | CR | VP | DR | JT AG TR CC IP | TOTAL VEHICLES OPERATED IN MAX SERVICE |
| 5096 | Waukesha Metro Transit | WI | 23 | 1207 | 12/31 | R | D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Waukesha | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Larrousse, Paul J. | | | | | | ALL | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| | (414) 549-1554 | | | | | | | | | | | | | | | | |
| 5091 | Wausau Area Transit | WI | 339 | 53 | 12/31 | R | D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Wausau | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | McCarthy, Joseph | | | | | | ALL | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | (715) 845-6758 | | | | | | | | | | | | | | | | |
| 3001 | Charlestn-Kanawha Vly RTA | WV | 153 | 147 | 06/30 | C | D | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| | Charleston | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| | Clark, Kathy H. | | | | | | ALL | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 50 |
| | (304) 343-3840 | | | | | | | | | | | | | | | | |
| 3002 | Huntington-Tri-State TA | WV | 123 | 180 | 06/30 | R | D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Huntington | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Shaffer, Arna V. | | | | | | ALL | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 |
| | (304) 529-6094 | | | | | | | | | | | | | | | | |
| 3003 | Parkrsbrg-Mid-Ohio Valley | WV | 291 | 63 | 06/30 | R | D | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| | Parkersburg | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Lockhart, Joe G. | | | | | | ALL | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| | (304) 422-4100 | | | | | | | | | | | | | | | | |
| 3035 | Wheeling-Ohio Valley RTA | WV | 203 | 101 | 09/30 | R | D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Wheeling | | | | | | P | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Satterfield, Dewey P. | | | | | | ALL | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | (304) 232-2190 | | | | | | | | | | | | | | | | |

*Purchased transportation includes transit services provided by public agencies and/or private carriers under contract to public agencies.

# APPENDIX B

## 1980
## U.S. URBANIZED AREAS (UZAs)
## CODES, POPULATIONS, and DENSITIES
## (ALPHABETICALLY BY STATE)

# APPENDIX B

## 1980 U.S. URBANIZED AREAS (UZAs) CODES POPULATIONS AND DENSITIES (ALPHABETICALLY BY STATE)

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Alabama (AL) | | | |
| Anniston | 255 | 75,614 | 1,096 |
| Auburn-Opelika | 350 | 51,823 | 797 |
| Birmingham | 42 | 606,085 | 1,777 |
| Decatur | 333 | 54,710 | 1,117 |
| Dothan | 348 | 51,976 | 866 |
| Florence | 262 | 72,669 | 1,153 |
| Gadsden | 258 | 74,730 | 879 |
| Huntsville | 148 | 153,841 | 1,131 |
| Mobile | 84 | 295,493 | 1,500 |
| Montgomery | 117 | 196,947 | 1,669 |
| Tuscaloosa | 207 | 99,554 | 1,556 |
| Alaska (AK) | | | |
| Anchorage | 134 | 170,247 | 1,216 |
| Arizona (AZ) | | | |
| Phoenix | 19 | 1,409,279 | 2,199 |
| Tucson | 59 | 450,059 | 2,601 |
| Yuma (AZ-CA) | 334 | 54,657 | 2,376 |
| Arkansas (AR) | | | |
| Fayetteville-Springdale | 294 | 62,703 | 1,011 |
| Fort Smith (AR-OK) | 220 | 90,021 | 1,217 |
| Little Rock-No. Little Rock | 85 | 295,133 | 1,800 |
| Pine Bluff | 293 | 62,817 | 2,166 |
| California (CA) | | | |
| Antioch-Pittsburg | 228 | 86,435 | 3,324 |
| Bakersfield | 105 | 222,236 | 3,268 |
| Chico | 349 | 51,914 | 2,077 |
| Fairfield | 271 | 69,255 | 2,164 |
| Fresno | 77 | 331,551 | 3,251 |
| Hemet | 328 | 55,377 | 1,978 |
| Lancaster | 326 | 56,328 | 1,252 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| California-Continued | | | |
| Los Angeles-Long Beach | 2 | 9,479,436 | 5,189 |
| Modesto | 140 | 159,538 | 3,468 |
| Napa | 310 | 59,277 | 3,120 |
| Oxnard-Ventura-Thousand Oaks | 71 | 377,695 | 2,737 |
| Palm Springs | 278 | 66,431 | 1,054 |
| Redding | 341 | 52,867 | 1,175 |
| Sacramento | 34 | 796,266 | 2,864 |
| Salinas | 236 | 82,600 | 4,859 |
| San Bernardino-Riverside | 39 | 705,175 | 1,964 |
| San Diego | 16 | 1,704,352 | 2,789 |
| San Francisco-Oakland | 6 | 3,190,698 | 4,008 |
| San Jose | 22 | 1,243,952 | 3,816 |
| Santa Barbara | 150 | 150,173 | 3,337 |
| Santa Cruz | 174 | 123,226 | 1,665 |
| Santa Maria | 321 | 57,237 | 2,489 |
| Santa Rosa | 160 | 137,019 | 2,635 |
| Seaside-Monterey | 180 | 115,418 | 3,119 |
| Simi Valley | 242 | 79,921 | 2,960 |
| Stockton | 116 | 197,052 | 3,284 |
| Visalia | 311 | 58,957 | 2,358 |
| Yuba City | 300 | 61,107 | 2,350 |
| Colorado (CO) | | | |
| Boulder | 238 | 81,239 | 3,532 |
| Colorado Springs | 89 | 276,872 | 1,950 |
| Denver | 21 | 1,352,070 | 3,080 |
| Fort Collins | 248 | 78,287 | 2,237 |
| Grand Junction | 323 | 56,854 | 1,777 |
| Greeley | 296 | 62,297 | 3,115 |
| Pueblo | 185 | 109,444 | 2,487 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Connecticut (CT) | | | |
| Bridgeport | 63 | 410,998 | 2,491 |
| Bristol | 234 | 83,601 | 1,742 |
| Danbury (CT-NY) | 210 | 95,371 | 1,325 |
| Hartford | 52 | 510,034 | 2,452 |
| Meriden | 322 | 57,118 | 2,483 |
| New Britain | 162 | 135,817 | 2,663 |
| New Haven | 73 | 368,061 | 2,375 |
| New London-Norwich | 152 | 148,829 | 1,459 |
| Norwalk | 189 | 107,550 | 2,241 |
| Stamford | 120 | 182,978 | 2,346 |
| Waterbury | 139 | 160,249 | 2,289 |
| Delaware (DE) | | | |
| Wilmington (DE-NJ-MD) | 65 | 406,112 | 2,375 |
| District of Columbia (DC) | | | |
| Washington DC (DC-MD-VA) | 7 | 2,763,105 | 3,424 |
| Florida (FL) | | | |
| Daytona Beach | 132 | 170,749 | 1,626 |
| Fort Lauderdale-Hollywood | 28 | 1,008,526 | 3,490 |
| Fort Myers | 158 | 140,958 | 1,484 |
| Fort Pierce | 267 | 70,450 | 1,281 |
| Fort Walton Beach | 231 | 85,318 | 1,399 |
| Gainesville | 198 | 103,768 | 1,996 |
| Jacksonville | 44 | 598,015 | 1,388 |
| Lakeland | 181 | 114,360 | 1,485 |
| Melbourne-Cocoa | 110 | 212,917 | 1,275 |
| Miami | 18 | 1,608,159 | 4,730 |
| Naples | 335 | 53,675 | 1,074 |
| Ocala | 360 | 50,860 | 1,240 |
| Orlando | 47 | 577,235 | 1,850 |
| Panama City | 244 | 78,886 | 1,360 |
| Pensacola | 106 | 215,995 | 1,577 |
| St. Petersburg | 33 | 833,337 | 2,815 |
| Sarasota-Bradenton | 82 | 305,431 | 2,036 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Florida-Continued | | | |
| Tallahassee | 177 | 119,341 | 1,730 |
| Tampa | 48 | 520,912 | 2,255 |
| West Palm Beach | 56 | 487,044 | 2,605 |
| Winter Haven | 263 | 72,560 | 1,577 |
| Georgia (GA) | | | |
| Albany | 225 | 88,716 | 1,386 |
| Athens | 292 | 62,896 | 1,534 |
| Atlanta | 17 | 1,613,357 | 1,783 |
| Augusta (GA-SC) | 98 | 251,250 | 1,611 |
| Columbus (GA-AL) | 108 | 214,591 | 1,759 |
| Macon | 169 | 130,871 | 2,111 |
| Rome | 355 | 51,082 | 1,310 |
| Savannah | 119 | 186,546 | 1,469 |
| Warner Robins | 331 | 54,923 | 1,831 |
| Hawaii (HI) | | | |
| Honolulu | 46 | 582,463 | 4,315 |
| Kailua-Kaneohe | 194 | 105,712 | 3,109 |
| Idaho (ID) | | | |
| Boise City | 165 | 134,848 | 2,175 |
| Pocatello | 337 | 53,401 | 2,054 |
| Illinois (IL) | | | |
| Alton | 222 | 88,994 | 1,816 |
| Aurora | 141 | 158,911 | 2,303 |
| Bloomington-Normal | 237 | 82,397 | 3,433 |
| Champaign-Urbana | 186 | 109,278 | 3,903 |
| Chicago-(IL-NWIN) | 3 | 6,779,799 | 4,526 |
| Danville | 346 | 52,243 | 2,271 |
| Decatur | 188 | 107,864 | 2,247 |
| Elgin | 192 | 106,593 | 2,805 |
| Joliet | 136 | 167,475 | 2,393 |
| Kankakee | 297 | 61,451 | 2,926 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Illinois-Continued | | | |
| Peoria | 95 | 261,418 | 2,125 |
| Rockford | 115 | 204,304 | 2,653 |
| Round Lake Beach | 284 | 65,676 | 1,602 |
| Springfield | 175 | 122,806 | 2,613 |
| Indiana (IN) | | | |
| Anderson | 246 | 78,581 | 1,672 |
| Bloomington | 289 | 63,513 | 3,176 |
| Elkhart-Goshen | 233 | 83,920 | 1,907 |
| Evansville (IN-KY) | 122 | 180,089 | 2,648 |
| Ft. Wayne | 101 | 236,479 | 2,718 |
| Indianapolis | 31 | 836,472 | 1,932 |
| Kokomo | 299 | 61,224 | 2,915 |
| Lafayette-W. Lafayette | 218 | 91,380 | 3,151 |
| Muncie | 217 | 91,479 | 2,614 |
| South Bend (IN-MI) | 103 | 226,331 | 2,408 |
| Terre Haute | 257 | 74,736 | 2,198 |
| Iowa (IA) | | | |
| Cedar Rapids | 163 | 135,798 | 2,089 |
| Davenport-(IA)-Rocklsland-Moline-(IL) | 86 | 285,024 | 2,007 |
| Des Moines | 91 | 267,192 | 2,190 |
| Dubuque (IA-IL) | 274 | 68,149 | 2,524 |
| Iowa City | 308 | 59,295 | 1,977 |
| Sioux City (IA-NE-SD) | 208 | 96,746 | 1,536 |
| Waterloo | 176 | 120,290 | 1,227 |
| Kansas (KS) | | | |
| Lawrence | 342 | 52,810 | 2,779 |
| Topeka | 171 | 125,936 | 2,031 |
| Wichita | 81 | 305,752 | 2,446 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Kentucky (KY) | | | |
| Lexington-Fayette | 118 | 194,093 | 2,554 |
| Louisville (KY-IN) | 38 | 761,002 | 2,916 |
| Owensboro | 320 | 57,549 | 3,597 |
| Louisiana (LA) | | | |
| Alexandria | 214 | 92,742 | 1,599 |
| Baton Rouge | 75 | 350,657 | 2,100 |
| Houma | 282 | 65,780 | 1,290 |
| Lafayette | 182 | 113,999 | 2,375 |
| Lake Charles | 172 | 123,820 | 1,457 |
| Monroe | 183 | 112,537 | 1,585 |
| New Orleans | 26 | 1,078,299 | 4,688 |
| Shreveport | 94 | 263,827 | 2,199 |
| Maine (ME) | | | |
| Bangor | 304 | 60,003 | 845 |
| Lewiston-Auburn | 268 | 70,108 | 887 |
| Portland | 190 | 107,099 | 1,700 |
| Maryland (MD) | | | |
| Annapolis | 288 | 64,447 | 2,014 |
| Baltimore | 14 | 1,755,477 | 3,357 |
| Cumberland (MD-WV) | 307 | 59,331 | 1,648 |
| Hagerstown (MD-PA) | 279 | 66,277 | 1,791 |
| Massachusetts (MA) | | | |
| Boston | 8 | 2,678,762 | 3,126 |
| Brockton | 126 | 177,784 | 2,778 |
| Fall River (MA-RI) | 157 | 141,510 | 3,216 |
| Fitchburg-Leominster | 253 | 76,652 | 1,217 |
| Lawrence-Haverhill (MA-NH) | 111 | 211,428 | 2,033 |
| Lowell (MA-NH) | 143 | 157,412 | 2,624 |
| New Bedford | 167 | 133,274 | 3,507 |
| Pittsfield | 319 | 57,554 | 1,279 |
| Springfield-Chicopee-Holyoke (MA-CT) | 53 | 505,822 | 1,787 |
| Taunton | 344 | 52,334 | 902 |
| Worcester | 90 | 276,022 | 2,339 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Michigan (MI) | | | |
| Ann Arbor | 112 | 208,782 | 3,163 |
| Battle Creek | 249 | 77,789 | 1,655 |
| Bay City | 250 | 77,678 | 2,219 |
| Benton Harbor | 302 | 60,639 | 1,956 |
| Detroit | 5 | 3,809,327 | 3,649 |
| Flint | 76 | 331,931 | 2,274 |
| Grand Rapids | 72 | 374,744 | 2,299 |
| Jackson | 239 | 81,178 | 2,194 |
| Kalamazoo | 147 | 154,990 | 1,987 |
| Lansing | 97 | 254,704 | 3,069 |
| Muskegon-Muskegon Heights | 195 | 105,634 | 1,853 |
| Port Huron | 305 | 59,647 | 2,130 |
| Saginaw | 153 | 146,769 | 2,822 |
| Minnesota (MN) | | | |
| Duluth-Superior (MN-WI) | 168 | 132,585 | 1,004 |
| Minneapolis-St. Paul | 13 | 1,787,564 | 1,824 |
| Rochester | 303 | 60,473 | 2,880 |
| St. Cloud | 315 | 58,375 | 2,432 |
| Mississippi (MS) | | | |
| Biloxi-Gulfport | 124 | 179,280 | 1,434 |
| Hattiesburg | 324 | 56,542 | 1,315 |
| Jackson | 93 | 265,051 | 1,541 |
| Pascagoula-Moss Point | 286 | 65,174 | 1,253 |
| Missouri (MO) | | | |
| Columbia | 285 | 65,380 | 1,486 |
| Joplin | 318 | 57,658 | 1,088 |
| Kansas City (MO-KS) | 25 | 1,097,793 | 1,864 |
| St. Joseph (MO-KS) | 241 | 79,936 | 1,738 |
| St. Louis (MO-IL) | 11 | 1,848,590 | 3,096 |
| Springfield | 159 | 139,030 | 1,986 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Montana (MT) | | | |
| Billings | 232 | 84,328 | 2,279 |
| Great Falls | 280 | 66,256 | 2,761 |
| Missoula | 316 | 58,035 | 2,073 |
| Nebraska (NE) | | | |
| Lincoln | 129 | 173,550 | 2,712 |
| Omaha (NE-IA) | 51 | 512,438 | 2,785 |
| Nevada (NV) | | | |
| Las Vegas | 61 | 432,874 | 2,340 |
| Reno | 137 | 162,286 | 2,254 |
| New Hampshire (NH) | | | |
| Manchester | 200 | 102,844 | 2,449 |
| Nashua | 256 | 75,299 | 2,151 |
| Portsmouth-Dover-Rochester (NH-ME) | 199 | 103,722 | 843 |
| New Jersey (NJ) | | | |
| Atlantic City | 154 | 146,034 | 1,872 |
| Trenton (NJ-PA) | 96 | 260,751 | 3,104 |
| Vineland-Millville | 223 | 88,822 | 683 |
| New Mexico (NM) | | | |
| Albuquerque | 62 | 418,206 | 2,446 |
| Las Cruces | 330 | 55,072 | 1,777 |
| Santa Fe | 347 | 52,042 | 1,487 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| New York (NY) | | | |
| Albany-Schenectady-Troy | 55 | 490,015 | 2,475 |
| Binghamton | 138 | 161,312 | 2,482 |
| Buffalo | 29 | 1,002,285 | 3,768 |
| Elmira | 273 | 68,227 | 2,624 |
| Glens Falls | 352 | 51,382 | 1,606 |
| Newburgh | 283 | 65,711 | 1,493 |
| NewYork (NY-NENJ) | 1 | 15,590,274 | 5,552 |
| Poughkeepsie | 161 | 136,571 | 1,707 |
| Rochester | 43 | 606,070 | 3,015 |
| Syracuse | 70 | 379,284 | 2,963 |
| Utica-Rome | 146 | 155,238 | 1,917 |
| North Carolina (NC) | | | |
| Asheville | 201 | 102,400 | 1,234 |
| Burlington | 277 | 66,580 | 1,548 |
| Charlotte | 74 | 350,715 | 1,846 |
| Concord | 265 | 71,994 | 1,263 |
| Durham | 145 | 157,287 | 2,155 |
| Fayetteville | 107 | 215,839 | 1,741 |
| Gastonia | 191 | 106,884 | 1,388 |
| Goldsboro | 317 | 57,670 | 1,177 |
| Greensboro | 133 | 170,457 | 2,303 |
| Hickory | 295 | 62,329 | 1,133 |
| High Point | 205 | 100,089 | 1,451 |
| Jacksonville | 261 | 72,891 | 1,157 |
| Raleigh | 113 | 206,597 | 2,087 |
| Wilmington | 224 | 88,763 | 1,153 |
| Winston-Salem | 131 | 171,530 | 1,574 |
| North Dakota (ND) | | | |
| Bismarck-Mandan | 301 | 61,105 | 2,037 |
| Fargo-Moorhead (ND-MN) | 197 | 104,643 | 2,325 |
| Grand Forks (ND-MN) | 345 | 52,310 | 3,077 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Ohio (OH) | | | |
| Akron | 50 | 515,720 | 2,388 |
| Canton | 100 | 244,888 | 2,633 |
| Cinncinati (OH-KY) | 24 | 1,123,412 | 2,675 |
| Cleveland | 15 | 1,752,424 | 2,786 |
| Columbus | 32 | 833,648 | 2,733 |
| Dayton | 45 | 595,059 | 2,399 |
| Hamilton | 196 | 105,026 | 2,334 |
| Lima | 269 | 70,104 | 2,124 |
| Lorain-Elyria | 104 | 225,331 | 1,565 |
| Mansfield | 243 | 78,948 | 1,611 |
| Middletown | 215 | 91,730 | 1,504 |
| Newark | 362 | 50,839 | 1,816 |
| Springfield | 227 | 86,742 | 3,213 |
| Steubenville -Weirton (OH-WV-PA) | 251 | 77,651 | 1,726 |
| Toledo (OH-MI) | 57 | 485,440 | 2,758 |
| Youngstown-Warren | 67 | 383,398 | 2,573 |
| Oklahoma (OK) | | | |
| Enid | 365 | 50,601 | 1,446 |
| Lawton | 209 | 96,134 | 1,780 |
| Oklahoma City | 40 | 674,322 | 1,502 |
| Tulsa | 60 | 443,350 | 1,648 |
| Oregon (OR) | | | |
| Eugene | 121 | 182,495 | 2,943 |
| Medford | 343 | 52,469 | 2,186 |
| Portland (OR-WA) | 27 | 1,026,144 | 2,940 |
| Salem | 164 | 135,747 | 2,611 |
| Pennsylvania (PA) | | | |
| Allentown-Bethlehem-Easton (PA-NJ) | 68 | 381,734 | 3,006 |
| Altoona | 245 | 78,802 | 2,919 |
| Erie | 125 | 178,338 | 3,567 |
| Harrisburg | 88 | 278,296 | 2,031 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Pennsylvania-Continued | | | |
| Johnstown | 219 | 90,254 | 2,507 |
| Lancaster | 144 | 157,385 | 2,385 |
| Monessen | 281 | 65,884 | 1,607 |
| Philadelphia (PA-NJ) | 4 | 4,112,933 | 4,052 |
| Pittsburgh | 12 | 1,810,038 | 2,539 |
| Reading | 130 | 173,450 | 3,336 |
| Scranton-Wilkes-Barre | 64 | 406,517 | 2,064 |
| Sharon (PA-OH) | 358 | 50,933 | 2,547 |
| State College | 354 | 51,298 | 3,664 |
| Williamsport | 312 | 58,650 | 2,550 |
| York | 170 | 129,336 | 2,695 |
| Rhode Island (RI) | | | |
| Newport | 353 | 51,381 | 2,234 |
| Providence-Pawtucket -Warwick (RI-MA) | 35 | 796,250 | 2,824 |
| South Carolina (SC) | | | |
| Anderson | 357 | 51,014 | 1,500 |
| Charleston | 79 | 328,572 | 1,565 |
| Columbia | 80 | 311,561 | 1,811 |
| Florence | 327 | 56,240 | 1,339 |
| Greenville | 102 | 229,303 | 1,625 |
| Rock Hill | 361 | 50,846 | 1,304 |
| Spartanburg | 204 | 100,706 | 1,308 |
| South Dakota (SD) | | | |
| Rapid City | 359 | 50,882 | 1,957 |
| Sioux Falls | 229 | 85,834 | 2,044 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Tennessee (TN) | | | |
| Bristol (TN-VA) | 336 | 53,537 | 1,030 |
| Chattanooga (TN-GA) | 83 | 301,515 | 1,216 |
| Clarksville (TN-KY) | 252 | 77,535 | 1,385 |
| Jackson | 366 | 50,338 | 1,325 |
| Johnson City | 247 | 78,473 | 1,286 |
| Kingsport (TN-VA) | 221 | 89,760 | 965 |
| Knoxville | 87 | 284,708 | 1,445 |
| Memphis (TN-AR-MS) | 36 | 774,551 | 2,617 |
| Nashville-Davidson | 49 | 518,325 | 1,255 |
| Texas (TX) | | | |
| Abilene | 206 | 99,763 | 1,232 |
| Amarillo | 151 | 149,230 | 1,865 |
| Austin | 69 | 379,560 | 2,692 |
| Beaumont | 173 | 123,729 | 1,528 |
| Brownsville | 216 | 91,611 | 2,955 |
| Bryan-College Station | 235 | 83,036 | 1,730 |
| Corpus Christi | 99 | 245,854 | 1,756 |
| Dallas-Ft. Worth | 9 | 2,451,390 | 1,915 |
| El Paso | 58 | 454,159 | 2,703 |
| Galveston | 298 | 61,382 | 2,117 |
| Harlingen-San Benito | 276 | 66,702 | 1,627 |
| Houston | 10 | 2,412,664 | 2,300 |
| Killeen | 226 | 88,145 | 2,204 |
| Laredo | 211 | 94,961 | 4,316 |
| Longview | 270 | 69,757 | 1,316 |
| Lubbock | 128 | 175,479 | 1,867 |
| McAllen-Pharr-Edinberg | 142 | 157,423 | 2,499 |
| Midland | 266 | 71,606 | 1,989 |
| Odessa | 202 | 101,518 | 2,256 |
| Port Arthur | 179 | 118,562 | 1,261 |
| San Angelo | 259 | 73,994 | 1,947 |
| San Antonio | 30 | 944,893 | 2,669 |
| Sherman-Dennison | 325 | 56,441 | 1,176 |
| Temple | 338 | 53,191 | 1,108 |
| Texarkana (TX-AR) | 290 | 63,474 | 1,511 |
| Texas City-La Marque | 187 | 109,193 | 910 |
| Tyler | 260 | 72,927 | 2,026 |
| Victoria | 364 | 50,725 | 2,536 |
| Waco | 166 | 134,491 | 1,245 |
| Wichita Falls | 212 | 94,716 | 1,857 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Utah (UT) | | | |
| Ogden | 114 | 205,744 | 1,583 |
| Provo-Orem | 135 | 169,699 | 2,176 |
| Salt Lake City | 41 | 674,201 | 2,225 |
| Vermont (VT) | | | |
| Burlington | 254 | 76,528 | 1,594 |
| Virginia (VA) | | | |
| Charlottesville | 306 | 59,422 | 2,971 |
| Danville | 332 | 54,815 | 1,768 |
| Lynchburg | 213 | 93,921 | 1,055 |
| Newport News-Hampton | 78 | 328,576 | 1,676 |
| Norfolk-Portsmouth | 37 | 770,784 | 1,844 |
| Petersburg-Colonial Heights | 193 | 106,582 | 1,719 |
| Richmond | 54 | 491,627 | 1,959 |
| Roanoke | 127 | 177,475 | 1,972 |
| Washington (WA) | | | |
| Bellingham | 356 | 51,025 | 1,963 |
| Bremerton | 287 | 64,536 | 1,844 |
| Longview (WA-OR) | 329 | 55,076 | 1,669 |
| Olympia | 272 | 68,616 | 1,634 |
| Richland-Kennewick | 184 | 112,171 | 1,626 |
| Seattle-Everett | 20 | 1,391,535 | 2,869 |
| Spokane | 92 | 266,709 | 2,493 |
| Tacoma | 66 | 402,077 | 2,150 |
| Yakima | 240 | 81,085 | 2,457 |
| West Virginia (WV) | | | |
| Charleston | 149 | 153,618 | 2,328 |
| Huntington (WV-KY-OH) | 123 | 179,840 | 2,398 |
| Parkersburg (WV-OH) | 291 | 63,181 | 3,009 |
| Wheeling (WV-OH) | 203 | 101,049 | 2,731 |

| NAME OF URBANIZED AREA | UZA CODE | POPULATION | DENSITY |
|---|---|---|---|
| Wisconsin (WI) | | | |
| Appleton | 156 | 142,151 | 2,901 |
| Beloit (WI-IL) | 363 | 50,834 | 2,033 |
| Eau Claire | 264 | 72,317 | 1,722 |
| Green Bay | 155 | 142,747 | 1,660 |
| Janesville | 351 | 51,643 | 2,245 |
| Kenosha | 230 | 85,742 | 3,897 |
| LaCrosse (WI-MN) | 275 | 67,966 | 2,517 |
| Madison | 109 | 213,675 | 2,775 |
| Milwaukee | 23 | 1,207,008 | 2,433 |
| Oshkosh | 340 | 52,958 | 2,942 |
| Racine | 178 | 118,987 | 3,400 |
| Sheboygan | 313 | 58,531 | 2,661 |
| Wausau | 339 | 52,990 | 2,038 |
| Wyoming (WY) | | | |
| Casper | 309 | 59,287 | 2,695 |
| Cheyenne | 314 | 58,429 | 2,164 |
| Puerto Rico (PR) | | | |
| Aguadilla | 401 | 59,574 | 2,708 |
| Arecibo | 402 | 75,762 | 2,228 |
| Caguas | 403 | 156,819 | 2,800 |
| Mayaguez | 404 | 98,155 | 3,385 |
| Ponce | 405 | 168,272 | 5,428 |
| San Juan | 400 | 1,081,193 | 7,208 |
| Vega Baja-Manati | 406 | 79,733 | 2,848 |

# APPENDIX C

## GLOSSARY

# APPENDIX C

## GLOSSARY

**Accidents** — Incidents in which there is property damage, personal injury, or fatality involving revenue or non-revenue transit vehicles or stations. Accidents are classified as "collision," "non-collision," or "station."

**Aerial Tramway Transit (AT)** — This mode consists of one or more vehicles which are suspended and propelled by cable and run between two terminals.

**Automated Guideway (AG)** — This mode consists of one or more automatically controlled vehicles operating over an exclusive guideway.

**Cable Car (CC)** — A streetcar type of vehicle which is propelled by means of an attachment to a moving cable buried in a street right-of-way.

**Carriers Under Contract** — See "purchased transportation."

**Charter Miles** — The total miles traveled by a revenue vehicle while in charter service. It includes miles traveled while carrying passengers, plus associated deadhead miles.

**Commuter Rail (CR)** — Typically characterized as urban passenger train service for local short distance travel between a central city and adjacent suburbs. It does not include rail rapid transit or light rail/streetcar service. Service of a predominantly intercity nature is excluded, except where a local portion of it is operated under contract to a public agency for commuter purposes.

**Controlled Access Right-of-Way (ROW)** — For Section 15/Section 9 purposes, a roadway or other right-of-way is categorized as controlled if it is used during a portion of the day exclusively by transit and/or other high occupancy vehicles (HOV's). (If used in this manner at all times, it is categorized as an exclusive right-of-way).

**Deadhead Mileage** — Miles traveled by revenue vehicles when not in revenue service. Includes miles traveled to and from storage facilities and other non-revenue service mileage.

**Demand Responsive Service (DR)** — Personal transit service operated on roadways, providing service upon demand. Vehicles are normally dispatched, and used exclusively for this service.

**Directional Miles** — Same as "directional route miles."

**Directional Route Miles** — Synonymous with "miles of directional roadway," "route miles," "line miles," and "directional miles." The total miles of roadway or track over which public transportation vehicles travel while in revenue service, computed with regard to direction, but without regard to the number traffic lanes or rail tracks existing in the right- of-way. If vehicles travel in only one direction within the right-of- way, each mile is counted once. If vehicles travel in both directions, each mile is counted twice. Directional route miles of fixed guideway are measures of the facility not of the service carried on the facility.

**Employee Equivalent** — One employee equivalent equals 2000 labor-hours of work.

**Exclusive Right-of-Way** — A roadway or other right-of-way reserved at all times for transit and/or other high-occupancy vehicles. (If reserved in this manner for only a portion of the day, it is categorized as a controlled access right-of-way.)

**Expense Transfer** — Accounts used for reporting adjustments and reclassifications of expenses previously recorded.

**Ferryboat (FB)** — Vessel for carrying passengers and/or vehicles over a body of water. The vessels generally are steam or diesel powered conventional ferry vessels. They also may be hovercraft, hydrofoils, and other high-speed vessels.

**FICA or Railroad Retirement** — Required payments or accruals to the Federal social security or railroad retirement fund made by employees and by employers on behalf of their employees.

**Fixed Guideway Mode** — Any public mass transportation service which partially or exclusively uses exclusive or controlled rights-of-way or rails. For Section 9 purposes, this also includes ferry boat and fixed catenary systems (e.g., trolley bus) which can share a right-of-way with other modes, and that portion of motor bus service operated on exclusive or controlled rights-of-way.

**Fringe Benefits** — Payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee, and direct payments or accruals to an employee arising from something other than his or her performance of a piece of work.

**Function Class** — As used for Section 15 purposes, an activity, area, or cost center of a transit system which incurs expenses. The four major function classes are: vehicle operations, vehicle maintenance, non- vehicle maintenance, and general administration. Function class and object class are the two dimensions in which expenses are classified.

**General Administration Expenses** — All costs not associated with vehicle operations, vehicle maintenance, and non-vehicle maintenance. Typically may include such expenses as administrative wages and fringe benefits, advertising, outside professional fees, office supplies, telephone and utilities, general insurance premiums, dues, subscriptions, and travel.

**avy Rail** — Same as "rail rapid transit."

**lined Plane Railway (IP)** — A special tramway ype of vehicle modified to run on rails so that its assenger seats remain horizontal while its ndercarriage is angled parallel to the slope.

**tney (JT)** — Passenger cars or vans (6 to 15 seat vehicles) which operate on relatively fixed routes (sometimes with minor deviations), without fixed schedules or fixed stops. Jitneys are often privately owned and operated.

**Joint Expenses** — Operating expenses that cannot be assigned directly to a specific mode in a multi-mode system. These expenses are distributed among modes using capacity-miles or another logical basis of assignment. Joint expenses are allocated to modes by "function" categories, but not by "object class" categories.

**Light Maintenance Facilities** — Facilities used for inspecting and servicing revenue vehicles and for performing light maintenance work on those vehicles. Light maintenance includes brake adjustments, engine degreasing, tire work, minor body repairs, painting, etc.

**Light Rail Transit (LR)** — A mode of urban transportation utilizing predominantly reserved but not necessarily grade-separated rights-of-way. Utilizes electrically propelled rail vehicles, operated singly or in trains.

**Line Miles** — Same as "directional route miles."

**Miles of Directional Roadway** — Same as "directional route miles."

**Mixed Traffic Right-of-Way** — Roadway shared by transit vehicles and private automobiles. Includes all roadways used by motorbuses, except those categorized as "exclusive" or "controlled access" rights-of-way.

**Motor Bus (MB)** — Passenger vehicles, equipped with rubber tires, operated on roadways. Class A motor buses are equipped with more than 35 seats, Class B with 25 to 35 seats, and Class C with less than 25 seats. In this Section 15 report, "motor bus" service implies fixed routes and schedules.

**Non-Vehicle Maintenance Expenses** — Costs associated with the inspection, maintenance, and repair of assets other than vehicles (buildings, radio equipment, shop equipment, etc.). Includes costs for maintenance wages and fringe benefits, maintenance supplies, repair materials, "outside" maintenance and repair work.

**Object Class** — As used for Section 15 purposes, one of two dimensions in which expenses are classified. Refers to the type of expense (wages, fringe benefits, insurance, fuel, etc.). The other category is "function class."

**Operating Expenses** — All expenses associated with operation of an individual mode by a given operator. At the Section 15 required reporting level, total operating expense is derived from line 14 of Form 301 for a single mode system, and from line 14 of Form 310 for a multi-mode system. Operating expenses include distribution of "joint expenses" to individual modes, and exclude "reconciling items" such as interest expenses and depreciation. Do not confuse with "vehicle operations expense."

**Passenger Mile** — A measure of service utilization, equal to one passenger traveling in a vehicle for one mile. (For example, ten passengers riding in a vehicle for two miles equals 20 passenger miles.)

**Performance Indicator** — Statistical representation of how well an activity, task, or function is being performed. Usually computed by relating a measure of service output or utilization to a measure of service input or cost.

**Purchased Transportation** — Transportation service purchased by a public agency from a public or private transportation provider based on a written contract. The provider is obligated to operate public transportation service for the public agency for a specific monetary consideration.

**Rail Rapid Transit (RR)** — Transit service using rail cars with motive capability, driven by electric power usually drawn from a third rail, configured for passenger traffic and usually operated on exclusive rights-of-way. Utilizes generally longer train consists and longer station spacing than light rail.

**Reconciling Items** — Expense object classes including interest, leases and rentals, and depreciation. Reported separately in Section 15 because of differences in local accounting practices. For consistency, "operating expenses" in published tables exclude reconciling items.

**Revenue Capacity Miles (Computed)** — Revenue vehicle-miles times the average passenger capacity of the active vehicles in the fleet. Average passenger capacity is determined by averaging the sum of the seated capacity and standing capacity of all active vehicles in the fleet.

**Revenue Vehicles** — The floating and rolling stock used in providing transit service for passengers. The term "revenue vehicles" includes the body and chassis and all fixtures and appliances inside or attached to the body or chassis, except fare collection equipment and revenue vehicle movement control equipment (radios). Inventories are taken at the end of the reporter's fiscal year.

**Roadcall (for Mechanical Failure)** — A revenue service interruption during the reporting period caused by failure of some mechanical element of the revenue vehicle. Mechanical failures include breakdowns of air equipment, electrical units, fuel systems, engine, steering and front axle, real axle and suspension, and torque converters. These interruptions require assistance from someone other than the operator or crew to restore the vehicle to an operating condition. Tire failures and fare box failures are not included.

**Route Miles** — Same as "Directional Route Miles."

**School Buses** — Type I and Type II school vehicles as defined in Highway Safety Program Standard No. 17, used exclusively to transport students, personnel, and equipment.

**Streetcar (SC)** — See "light rail transit."

**Trolleybus (TB)** — Passenger vehicles, drawing electrical power from overhead lines, equipped with tires, and operated on city streets.

**Unlinked Passenger Trips** — The number of passengers who board public transportation vehicles. Passengers are counted each time they board a vehicle, even though more than one vehicle may be used for a single journey from origin to destination.

**Urbanized Area (UZA)** — An area designated by the Bureau of the Census containing a central city or cities and surrounding closely settled urban fringe (suburbs), which together have a population of 50,000 or more. Urbanized areas used in this report have been based on the 1980 Decennial Census.

**Vanpool Service (VP)** — Publicly sponsored commuter service operating under pre-arranged schedules for pre-formed groups of riders in vehicles with 8 to 18 seats. Drivers are also commuters and receive little or no compensation besides a free ride.

**Vehicle Hours** — The total hours of travel by revenue vehicles including hours consumed in passenger service and deadhead travel. For rail, vehicle refers to passenger car.

**Vehicle Maintenance Expenses** — Costs associated with the inspection, maintenance, and repair of vehicles, such as mechanics' wages and fringe benefits, maintenance supplies, repair parts, "outside" maintenance, and repair work.

**Vehicle Miles** — The total distance traveled by revenue vehicles, including both revenue miles and deadhead miles. For rail, vehicle refers to passenger car.

**Vehicles Operated in Maximum Scheduled Service** — The number of vehicles operated to meet the daily maximum scheduled service requirements of an operator. This requirement usually occurs during daily peak periods. This number does not include any stand-by, spare, out-of-service vehicles, or vehicles awaiting maintenance. For rail, vehicle refers to passenger car.

**Vehicle Operations Expenses** — The costs associated with operating vehicles, such as operators' wages and fringe benefits, fuel, tires, and vehicle licensing. Do not confuse with "operating expenses."

**Vehicle Revenue Hours** — Total number of hours that a vehicle is in revenue service. Excludes hours consumed while traveling to and from storage facilities and during other deadhead travel. For rail, vehicle refers to passenger car.

**Vehicle Revenue Miles** — Total miles traveled by revenue vehicles while in revenue service. Excludes miles traveled to and from storage facilities and other deadhead travel. For rail, vehicle refers to passenger car.

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**1984 Section 15 Annual Report**

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|---|---|---|
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| | International Handling | ______ |
| | Special Charges | ______ |
| | OPNR | ______ |
| ______ | UPNS | |
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